The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4596 | 光緒三十年六月初三日 | FRIDAY, JULY 15, 1904. | 五拜禮 | 號五十月七英港香 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000
CAPITAL PAID-UP ..... " 18,000,000
CAPITAL UNCALLED ..... " 6,000,000
RESERVE FUND ..... " 9,320,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND:—
Sterling Reserve $10,000,000
Silver Reserve ..... $ 6,500,000 } $16,500,000
RESERVE LIABILITY OF PROP'TORS. $10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq. — N. A. Siebs, Esq.
Hon. W. J. Gresson. — H. W. Slade, Esq.
A. Haupt, Esq. — C. A. Tomes, Esq.
H. Schubart, Esq. — E. S. Whealler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H.M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 18th May, 1904. [22

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital ..... £ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. — J. Focke, Esq.
Creasy Ewens, Esq. — G. C. Moxon, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %
Hongkong, 4th February, 1904. [B

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin — Calcutta — Hankow
Tientsin — Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th April, 1904. [25

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS, GOLD $7,992,173.37 = about £1,640,000.

CAPITAL AND SURPLUS AUTHORISED GOLD $10,000,000 = £2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA
AND AGENTS ALL OVER THE WORLD

LONDON AND CONTINENTAL BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
CREDIT LYONNAIS, DRESDNER BANK,
COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &C.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903. [19

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % " " 6 "
5 % " " 12 "

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [643

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidsuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Oncura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

780]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI	SIMLA ..... F. R. Summers	About 16th July	Freight and Passage.
LONDON, &c.	CHUSAN ..... W. B. Palmer, R.N.R. ...	July 16th, Noon	*See Special Advertisement.*
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	JAVA ..... S. Barcham	About 22nd July	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA ..... C. C. Talbot, R.N.R.	About 22nd July	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 15th July, 1904. [4

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS:
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES
ROON	WEDNESDAY, 20th July.
PRINZ REGENT LUITPOLD	WEDNESDAY, 3rd August.
PREUSSEN	WEDNESDAY, 17th August.
PRINZ HEINRICH	WEDNESDAY, 31st August.
GNEISENAU	WEDNESDAY, 14th September.
BAYERN	WEDNESDAY, 28th September.
SACHSEN	WEDNESDAY, 12th October.
ZIETEN	WEDNESDAY, 26th October.
PRINZESS ALICE	WEDNESDAY, 9th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 23rd November.
PREUSSEN	WEDNESDAY, 7th December.

ON WEDNESDAY, the 20th day of July, 1904, at Noon, the Steamship "ROON," of the NORDDEUTSCHER LLOYD, Captain G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 18th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 19th July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 19th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 6th July, 1904. [3

Intimations.

LANE, CRAWFORD & CO.,

MUSICAL DEPARTMENT.

NEW MODELS OF PIANOS JUST RECEIVED FROM:—

BRINSMEAD, BROADWOOD,
COLLARD and COLLARD,
CHALLEN and SON,
and DORNER.

N.B.—NEW GENUINE Instruments from the above Makers are to be had in Hongkong from LANE, CRAWFORD & CO. ONLY.

MUSICAL INSTRUMENTS OF EVERY DESCRIPTION.

EDISON'S PHONOGRAPHS.
REPAIRS.

Special attention given to all kinds of repairs by thoroughly experienced workmen under
SPECIAL EUROPEAN SUPERVISION.

Hongkong, 11th July, 1904. [38

ROSBACH,

A NATURAL MINERAL WATER.

BOTTLED AT THE SPRING, NEAR HAMBURG.

EMPRESS OF TABLE WATERS.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD,
Hongkong, 14th July, 1904 [42

Intimations.

Bovril *is* Strength.

In these days of increased commercial activity strength and perfect health are needed more than ever. Bovril taken regularly is most strengthening and sustaining. It keeps the system in the very pink of condition.

BOVRIL

779]

TRADE MARK.

TELEPHONE No. 135.

ASK FOR
CLUB WHISKY
AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED, EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904 [41

JOHN DEWAR SONS & CO., PERTH

WHISKY,

Extra Special $16.00 per case 12/1
White Label $24.00 " " 12/1

KRUSE & Co.,
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904 [778

PO CHEUNG & Co.,

昌寶

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,
GENERAL DOMESTIC GOODS, &c., &c.

TELEPHONE 460.

Hongkong, 13th July, 1904. [833

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor

27]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms. Monthly Boarders accommodated on very moderate terms.

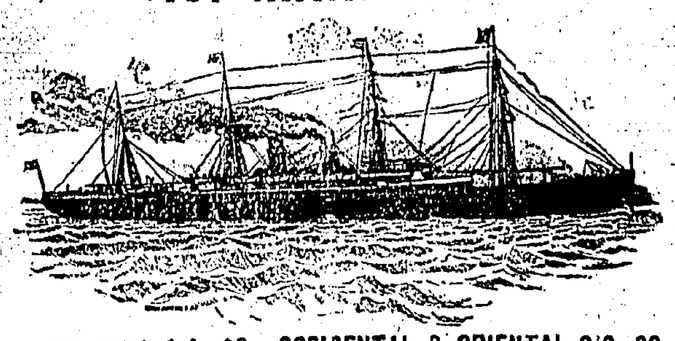
For Particulars apply to

THE MANAGER.

30]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons	...	THURSDAY, 21st July, at Noon.
"COPTIC"	4,352	,,	...WEDNESDAY, 3rd August, at Daylight.
"KOREA"	11,276	,,	...SATURDAY, 13th August, at Noon.
"GAELIC"	4,205	,,	...TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639	,,	...SATURDAY, 3rd September, at Noon.
"CHINA"	5,060	,,	...THURSDAY, 15th September, at Noon.
"DORIC"	4,784	,,	...TUESDAY, 27th September, at Noon.
"AMERICA MARU"	6,300	,,	...

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "SIBERIA" will be despatched for SAN FRANCISCO, *via* AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 21st July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined, and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

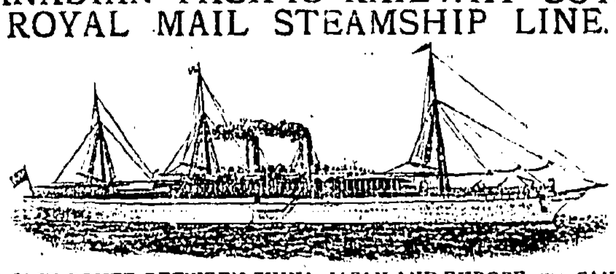
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 9th July, 1904. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S.	"ATHENIAN"	2,440 Tons	WEDNESDAY,	20th July.
,,	"EMPRESS OF CHINA"	6,000 ,,	WEDNESDAY,	3rd August.
,,	"TARTAR"	4,425 ,,	WEDNESDAY,	10th August.
,,	"EMPRESS OF INDIA"	6,000 ,,	WEDNESDAY,	24th August.
,,	"EMPRESS OF JAPAN"	6,000 ,,	WEDNESDAY,	21st September.
,,	"ATHENIAN"	2,440 ,,	WEDNESDAY,	5th October.

Hongkong to London, 1st Class.....*vid* St. Lawrence £60. *Vid* New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... ,, £40. ,, £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent, *9, Pedder's Street.*

Hongkong, 13th July, 1904. [10

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
C. FERD. LAEISZ von Hoff	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	31st July.	Freight.
BADENIA Roerden	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th August.	Freight.
SPEZIA (ex BAMBERG) Miltzlaff	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	25th August.	Freight.
ANDALUSIA Filler	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	5th Sept.	Freight.
SCANDIA (ex KONIGSBERG) Behrens	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept.	Freight and Passengers.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 15th July, 1904. [6

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 5th January, 1904. [56

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D. D. S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904. [58

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S.	"HONAM,"	2,363 tons,	Captain R. D. Thomas.
,,	"POWAN,"	2,138 ,,	,, C. F. Morrison, R.N.R.
,,	"FATSHAN,"	2,266 ,,	,, W. A. Valentine.
,,	"HANKOW,"	3,073 ,,	,, B. Branch.
,,	"KINSHAN,"	2,860 ,,	,, J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," ..... 1,998 tons, ... Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," ..... 219 tons, ... Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S.	"SAINAM,"	588 tons,	Captain J. Willox.
,,	"NANNING,"	569 ,,	,, C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904. [13

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAPAN	Second half of July	JAVA PORTS	Second half of July
TJILATJAP...	JAVA PORTS	Second half of July	SHANGHAI AND JAPAN	Second half of July
TJIMAHI.....	,, ,,	First half of August	,, ,, ,,	First half of August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 13th July, 1904. [14

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL ATTENTION.

FULL LINE OF SUPPLIES ALWAYS IN STOCK.

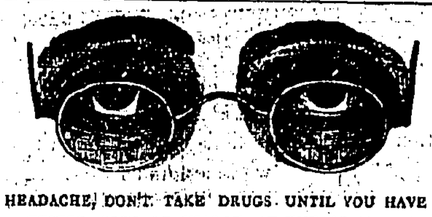
ORIENTAL COSTUMES AND FANCY DRAPERIES FURNISHED.

WORK GUARANTEED TO BE THE BEST IN THE COLONY.

C. W. CLARK, EUROPEAN PHOTOGRAPHER, No. 4, ICE HOUSE STREET, Between Queen's Road and Des Vœux Road.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS, 16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from $2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904. [674

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSSEN & CO.

Hongkong, 10th January, 1903. [785

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best. "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

50]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK. Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [595

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS, AND GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS *direct* from the *Growers* in France, we are in a position to supply these requisites of the *best quality* and at the *lowest possible prices*, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

3 qt. bots. Bordeaux.
3 ,, ,, Beaujolais (Burgundy).
3 ,, ,, Vin Rosé.
3 ,, ,, Pommard (Superior Burgundy).

at the exceptional price of $12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal, White Star, Brut Impérial } Moët & Chandon: $38 per doz. qt. / 42 ,, ,, ,, / 50 ,, ,, ,,

WHISKIES.

We can offer the following famous brands of WHISKIES:—

Buchanan Blend at $13.50 per case of 1 dozen quarts.
Black and White, at 17.50 ,, ,, ,,
Royal Household, at 20.50 ,, ,, ,,

We request of *connoisseurs* the favour of a trial of the products we offer, being convinced that they will find them of excellent quality at the same time as they are moderate in price.

Hongkong, 9th June, 1904. [707

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, *Hongkong Telegraph* Co., Ltd.

Hongkong, 30th September, 1903.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375lbs. net $4.75 ex Factory.
In Bags of 250lbs. net $2.85 ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th August, 1903. 783

Hotels.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hote at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 23rd October, 1902 31

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

EGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [637

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and Lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to THE MANAGER.

Hongkong, 1st November, 1902. [29

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [32

GO TO THE

KOWLOON HOTEL

KOWLOON.

J. W. OSBORNE, Proprietor and Manager.

33]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 16th July, 1904, at 11 A.M.,
at their
Sales Rooms, No. 8, Des Vœux Road,
corner of Ice House Street,
A QUANTITY OF PROVISIONS,
Comprising:—
ESSENCE OF BEEF, COMPRESSED VEGETABLES, SOUPS, CHOCOLATE, PICKLES, CORNED BEEF, BISCUITS, &c., &c., &c.;
AND
185 lbs. TOBACCO.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th July, 1904. [812

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 16th July, 1904, at Noon,
at their
SALES ROOMS, No. 8, Des Vœux Road,
(Corner of Ice House Street),
IN ONE LOT
The WRECK and CARGO of the British Steamer "ALGOMA,"
as she now lies partly submerged, stranded off Tongmi Point, Hie Che Chin Bay,
about 90 miles from Hongkong.
The Cargo consists of 4,300 tons JAPANESE COAL.
TERMS:—Cash on fall of the Hammer.
The Hull and Cargo to be at the risk of the purchaser from the fall of the Hammer.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th July, 1904. [839

FOR SALE

BY PUBLIC AUCTION FOR ACCOUNT OF THE CONCERNED.

ON THE AMOY BUND,
At Noon on 25th July, 1904.

THE WRECK of the Steamship "HOANGHO,"
as she now lies in, approximately, the following position:—
Latitude 24.43½ North,
Longitude 118.45½ East.
Bell Island bearing North by East, and Kusan Point bearing South West (both bearing magnetic).
Cargo and Private Effects remaining on board will be sold separately.
For Particulars, apply to—
J. E. THOMSEN & Co.,
Auctioneers.
Amoy, 9th July, 1904. [816

Entertainment.

METROPOLE THEATRE.

METROPOLE HOTEL.

Sole Proprietor.....Mr. JAS. CHRISTIE

TO-MORROW NIGHT,
(SATURDAY), July 16th.

MORE NEW ARTISTES
WILL BE INTRODUCED BY THE
WARE AND ROSS' ENTERTAINERS,
And an exceptionally Clever Performance will be presented. Among those to appear are:—
MISS DORA GREY.
JACK GLYNNE.
THE LEOPOLDS.
MISS GERTIE MAISIE.
TOM MORCOMB.
HUGH McCORMICK.
JAS. CHRISTIE.
WALTER KEENE.
CHARLIE JONES.
THE BIOSCOPE.

Rickshas held till conclusion of Performance.

Overture 8.15 p.m. Performance 9.15.

Prices... ... ...$2 and $1
Hongkong, 15th July, 1904. [836

Notices of Firms.

A. S. WATSON & CO., LIMITED.

MR. ALFRED HENRY MANCELL has this day been appointed AGENT for the GENERAL MANAGERS of the Company, and in that capacity will reside in Shanghai, with general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North China.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st July, 1904. [791

A. S. WATSON & CO., LIMITED.

MR. JOHN ARTHUR TARRANT has this day been appointed ACTING SECRETARY of the Company.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st July, 1904. [792

SAVARESSE'S SANDAL CAPSULES
Efficacious because absolutely pure English Oil. Nor made of petroline. Full directions. All Chemists.
Insist on SAVARESSE'S

Intimations.

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE is hereby given that the FIFTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the Company's Offices, No. 4, Queen's Buildings, on SATURDAY, the 16th July, at 12.30 P.M., for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April, 1904, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th July, both days inclusive.
By Order of the Board of the Directors.
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 29th June, 1904. [776

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF $10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of $10 each at a Premium of 10 per cent. or $11 a share.
Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.
Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of $11 per share will be payable on application.
The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.
The present paid-up Capital of the Company is $600,000, divided into 60,000 shares of $10 each, and the New Issue is required to increase the Capital of the Company to $900,000 divided into 90,000 shares of $10 each.
The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.
The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.
Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd June, 1904. [754

NOTICE OF REMOVAL.

I HAVE REMOVED my OFFICES to No. 38, QUEEN'S ROAD CENTRAL, First Floor, (lately occupied by Messrs. J. D. HUMPHREYS & SON).
JOHN HASTINGS.
Hongkong, 9th July, 1904. [814

THE
ROBINSON PIANO
CO., LTD.,
INVITE INSPECTION OF SOME
SPECIALLY FINE SAMPLES
OF
UPRIGHT PIANOS
BY
RACHALS, STUART,
&c., &c., &c.,
— AND —
BABY-GRANDS,
BY
WINKELMANN,
(Established 1837).
They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL GRAND.
Hongkong, 13th May, 1904. [39

CHINA "CHOPS."

FROM A CORRESPONDENT IN THE "MANCHESTER GUARDIAN" OF THE 2ND OF JUNE.

The question of "chop," or mark, is an all-important one for shippers of goods to China. Perhaps for no market in the world is it more necessary that the trade-marks upon our productions should be jealously safeguarded. It was a satisfaction to find when the draft of our treaty with China (dated 5th September, 1902) came home that one of the articles (No. 7) was as follows:—

"Inasmuch as the British Government afford protection to Chinese trade-marks against infringement, imitation, or colourable imitation by British subjects, the Chinese Government undertake to afford protection to British trade-marks against infringement, imitation, or colourable imitation by Chinese subjects. The Chinese Government further undertake that the Superintendents of Northern and of Southern trade shall establish offices within their respective jurisdictions under control of the Imperial Maritime Customs, where foreign trade-marks may be registered on payment of a reasonable fee."

It was reassuring to know that the question of trade marks was to be considered, although the wording of the article did not afford the promise of anything very effective to those who were in touch with the China trade and knew the difficulties of the case. It is more than a year and a-half since the treaty was signed and eight months since it was ratified, but as yet no definite arrangements have been made to secure the effectual protection of trade-marks. The Foreign Office has several times been asked for information on the subject, and the Shanghai General Chamber of Commerce has written to the Deputy Inspector-General of Customs at that port, but the only answer obtainable is that "the system will be put into effect without unnecessary delay." Our Manchester Chamber of Commerce, which ought to have been interested in this matter, has shown itself to be curiously unpractical, in spite of the fact that it had within its reach information of the best and most useful character.

Article 7 of our last treaty with China will be of little value unless it is taken hold of in a thoroughly practical fashion and moulded to some purpose by business men. If our Foreign Office desires to do a real service to British commerce it should consult some of the leading houses which trade with the Far East. It could thus learn how our "chops" are being imitated and how measures might be devised to prevent such pirating. Article 7 provides for the protection of British marks against imitation by Chinese subjects. That can readily be dealt with. It is also provided that offices shall be established at Tientsin and Shanghai where marks can be registered, and this, as far as it goes, may be of service. But the chief trouble that afflicts us in the matter of trade-marks in the China market is not touched by these provisions. When the merchant of another nationality imports goods into China and shamefully stamps his importations with marks which are exact or very close copies of marks carried by British goods the reputation of which he is trying to trade upon, what remedy is there? With difficulty an injured party may bring the defaulter up before his (the defaulter's) own consul, but that is of little or no practical avail. Nor can the Chinese authorities take action, because no Western nation will at present agree to have its subjects tried in a Chinese court. There seems to be but one natural solution of this problem—a mixed court might be established. The various nationalities could elect representatives to it. The court might meet periodically, say at Tientsin and Shanghai, and its decisions should be final. This court could co-operate with the Chinese court in cases where Chinese subjects were also involved.

By a recent mail we have received the details of certain recommendations made by Sir Robert Hart, the Inspector-General of Customs to the Imperial Chinese Government, on the question of the registration of trade-marks. We must bear in mind that these recommendations, although put forward by an Englishman, are not those of a British official, and that he deals specifically with trade-mark registration, and not with the question of the effective protection of marks. He suggests the establishment of registration offices at Tientsin and Shanghai, with the Commissioners of Customs as registrars. He proposes that there shall be three designations of trade marks—(1) "Foreign mark," i.e., a trade-mark already registered by a foreign merchant abroad; (2) "special mark," i.e., a trade-mark not registered abroad but used on piece-goods imported and on goods purchased in China; and (3) "Chinese mark," i.e., a trade-mark registered by a Chinese merchant. If a foreign merchant has not registered his trade-mark abroad he must append to his application for registration a declaration to the effect that the said trade-mark has never before been used by any other merchant. The registration is to be for twenty years, at the end of which period it may be renewed. A Chinese merchant must make a similar declaration when applying for registration of a mark. Registration is to be refused in the case of similarity whereby opportunities for fraud can be made. It would appear that registration is not to be given to marks used before the establishment of the registry office. This surely is a mistake and an injustice to long-established marks. A declaration is, we gather, to be made as to the goods upon which a given mark is to be used. In one section of the recommendations we read: "If after registration it be discovered that the goods of a trade-mark are inferior to the samples at first registered the registrar shall have power to cancel the certificate of registration." If this recommendation is enacted a dislocation of custom will be the outcome. It is usual to use the one mark on a variety of cloths, so far at any rate as cotton and woollen goods are concerned. These are differentiated by a variety of colours in the stampings, in the tickets, or in the combinations of the stampings. If one "chop" must be associated with but one cloth the value of user will be lessened considerably. Another recommendation is that "it must be made plain, either upon the goods themselves or upon the wrappers, to whom the goods belong, whether to a firm, a company, or a merchant." This is in accordance with the usual practice so far as Manchester shipments are concerned, it being usual to stamp a "Hong" name upon each piece.

Sir Robert Hart, as we all know, is an administrator of a practical type. Doubtless he will be glad to receive suggestions from quarters that will be mostly concerned. That which he finally recommends is likely to be adopted by the Chinese Authorities. When he has completed this business of the establishment of registration offices—when, after all, can only very partially effect what is required—it is to be hoped that he will give his invaluable aid to the establishment of a system that shall secure in China for trade-mark owners protection against those pirates who are the chief offenders. They are not Chinamen.

HOW HISTORY IS MADE.

FATEFUL LAWN TENNIS MATCH.

Dr. E. J. Dillon is always supposed to know more about continental politics than any other writer, and he conscientiously lives up to his reputation. In the current *Contemporary Review* he furnishes us with what he believes to be the secret history of the German occupation of Kiaochau, the seizure of Port Arthur and all the passions and struggles which since that time have disturbed the Far East. It must at once be admitted that Dr. Dillon's story is amazing, but surely if history has taught any lesson it is that the occasion of mighty revolutions are ridiculously small. The Russian occupation of Port Arthur, Dr. Dillon tells us, was rendered necessary by a game of lawn tennis between the Kaiser and the Tsar one October day in 1897.

The Kaiser, between two games, asked the Tsar whether he would have any objection Germany leasing Kiaochau. "Certainly not," answered the Tsar, lightly (one can imagine him swinging his bat as he pronounced the fateful words). "Now Kiaochou," says Dr. Dillon, "had, as a matter of fact, been reserved in petto for Russia herself. It had been expressly mentioned, in the celebrated programme of Far Eastern policy, arranged between the Russian Government and Li Hung Chang, which was afterwards embodied in the Cassini Convention, a document which was drafted, but never ratified. . . . Kiaochau would make an ideal terminus of the Great Siberian Railway, which would tap the resources of a rich country, and place Peking, and with it all China, under the permanent control of the white Tsar, make the feeble Kuang Hsu his caretaker, and effect all these fateful changes without arousing the suspicions or at any rate without provoking the resentment of any of the Great Powers. . . . Shrewd statesmen—and Russia has her fair share of them—saw at a glance the enormous significance of the chance which had been wrought in the world's policy during that historic match at lawn tennis in Wiesbaden. The slow and painful labours of decades were foiled by that Imperial gift, and the peace of the world endangered over and above. What Russia might have won by merely waiting and watching would now have to be wrested by threats, and it might be even by the sword. Muscovy was in a perfect cul-de-sac, cooped up as in a trap, and there seemed no issue out of it. For it was no longer a case of the Foreign Office having made a promise which the War Military might ignore. The word of His Majesty the Tsar was unchangeable, "like the law of the Medes and Persians which altereth not." Only when they were headed off from Kiaochau by its cession to Germany did the Russians seize upon Port Arthur. According to Dr. Dillon they did so in fear and trembling, for they saw the possible consequences; and the story is that instructions had actually been given to haul down the Russian flag if Great Britain raised any serious—that is to say naval—objections. *But no such objection was offered.* The British ships were ordered out of Port Arthur a fortnight after Sir Michael Hicks-Beach had said we would go to war rather than allow Russia to obtain possession of it, and Russia gained what she had lost at Kiaochau without firing a shot. Apparently it was a fatal gift from us, although we certainly did not realize it at the time.

LEARN SHORTHAND AT HOME
by correspondence. 10 weekly lessons will make you perfect.
OBTAIN HIGHER SALARY.
Shorthand is nowadays indispensible to everybody. Utilize spare time. Very moderate fee. We procure positions. Write for free booklet.
CENTRAL CORRESPONDENCE COLLEGE,
215, Temple Chambers,
727] Temple Avenue, London, E.C.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSSEN & Co.
Hongkong, 18th May, 1905. [52

Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of Six Dollars per Share for six months ending June 30th, 1904, will be payable on the 27th instant, on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant, (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 12th July, 1904. [830

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and a Half per Share for six months ending 30th June, 1904, will be payable on the 27th instant, on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant, (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.
General Agents for the West Point Building Co., Ltd.
Hongkong, 12th July, 1904. [831

A MOST WHOLESOME AND REFRESHING BEVERAGE
FOR
SUMMER MONTHS.
JUST ARRIVED.
ROSES LIME JUICE CORDIAL
and
MONTSERRAT LIME FRUIT JUICE,
Prepared from West India Limes,
Entirely free of Alcohol.
AND ALSO
Various kinds of Syrups,
LEMON, RASPBERRY, ROSE, PINE-APPLE, &c., &c.
H. RUTTONJEE,
No. 5, D'Aguilar Street,
or
36 to 38, Elgin Road, Kowloon.
Hongkong, 14th July, 1904. [72

ENGLISH LADY (Widow) requires position as GOVERNESS or NURSERY GOVERNESS, or could assist with House-keeping.
Apply—
"A. G."
Foochow,
C/o *Hongkong Telegraph*.
13th July, 1904. [834

ESPECIAL OLD TOM GIN.
Marshall and Elvy's
Satinette
DOUBLY DISTILLED
AND OF
MATURED AGE,
TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vœux Road.
Hongkong, 11th May, 1904. [608

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that *scrupulous* care was exercised in the course of their manufacture.
Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depôt, Ice House Street. Tel. 374.
Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.
Hongkong, 20th May, 1904. [677

BIG G
TRADE MARK
CURES
MEN & WOMEN
BIG G is a non-poisonous remedy for any unnatural discharges and inflammation, irritation or ulcerations of mucous membranes. Painless. Guaranteed not to stricture. Prevents contagion.
SOLD BY CHEMISTS,
Circular mailed on request.
MANUFACTURED BY
The Evans Chemical Co.
CINCINNATI, O.
U. S. A.

To Let.

TO LET.

NO. 9, PEDDAR'S HILL, consisting of Six Rooms with Extensive Verandahs and Out-houses. Some of the Furniture can be taken over at a reasonable price, if required.
Apply to—
DAVID SASSOON & Co., LTD.,
Hongkong, 12th July, 1904. [828

TO LET.

NO. 1, RIPON TERRACE in FLATS.
No. 4, RIPON TERRACE.
No. 37, WONG NEI CHONG ROAD, facing Race Course.
FLATS in MORETON TERRACE, facing Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.
No. 1, CLIFTON GARDENS.
OFFICES in Nos. 10 and 16, DES VŒUX ROAD CENTRAL.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th July, 1904. [818

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 26th March, 1904. [436

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 16th June, 1904. [729

TO LET.

IMMEDIATE POSSESSION.
FOR 18 MONTHS.
"LEIGHTON," THE PEAK.
Apply to—
JEBSEN & Co.
Hongkong, 27th April, 1904. [559

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from $25 inclusive of Taxes.
No. 52, HOLLYWOOD ROAD.
And others to suit various requirements.
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Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 13th July, 1904. [49

TO LET.

LARGE HOUSE. SIX SPACIOUS ROOMS and many others. No. 35, Caine Road.
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Hongkong, 18th June, 1904. [736

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Bottled by Jules Merman & Cie., Bordeaux.

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Per Case 4 doz. pts. $5.50
Hongkong, 12th July, 1904. [705

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These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

Hongkong, 20th June, 1904. [35

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GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904. [45

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CONSULTING ENGINEERS AND
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Telegram Address: "MARINEWORK." Telephone—No. 358.
Hongkong, 3rd May, 1904. [581

NOTICE

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—$30 per annum.
WEEKLY—$13 per annum.
The rates per quarter and per mensem, proportional.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional $1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 80 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five Cents.

BIRTHS.

On the 1st of July, at Peitsiho, the wife of J. H. McCANN, American Board Mission, Tientsin, of a daughter.

On the 14th July, at No. 1, Morrison Hill, the wife of C. H. GRACE, of a daughter. [84

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 15, 1904.

OUR SHIPBUILDING INDUSTRY.

Those of us who have had an opportunity of following closely the progress of local shipbuilding during the past few years, and watching its effect upon the commercial and industrial progress of the Colony, cannot fail to have observed that, while at times in the old days, the affairs of the Hongkong and Whampoa Dock Co., Ltd., seemed to be plunged in gloom there always lay at the bottom a steady undercurrent of confidence among those most competent to judge. It is not too soon for those who only glance at the surroundings to perceive just to what extent this feeling of confidence is being justified, and an impartial observer cannot fail to observe the steady progress which is being made by our greatest industrial concern. The launching of the new river steamer at the Kowloon docks yesterday morning marks another era in our shipbuilding and, incidentally, is full of significance inasmuch as with the opening up of inland waters and the consequent development of trade from the coastal ports there will, of necessity, be an increased demand both for freight and passenger vessels. The carrying out of contracts for the latter has, in some recent instances, been entrusted to the local builders in preference to other Far Eastern constructing establishments and even to the builders in the home country. That Hongkong is capable of taking the forefront rank in a matter of such vital importance to the commercial interests of the port certainly speaks much for the sagacity of the early promoters of the Dock Company, and the industry, intelligence, and professional skill of its more recent and present-day managers, assisted by an efficient staff of European designers, engineers and artizans second to no other in the Farther East. Mr. D. R. Law, representative of one of the leading firms of shipowners and shippers, for whom the largest vessel built by the Dock Co. has been so successfully launched, spoke in terms highly eulogistic and extremely encouraging for the shipbuilding enterprise of Hongkong. That the firm of Messrs. Butterfield and Swire should, for the third time, place an order on the other side of the harbour for a steamer of such large tonnage as the s.s. *Shanghai*, is without doubt the best testimonial which could have been hoped for by the management and owners of the great institution, which the one can claim to successfully direct and the other to possess. In official quarters due recognition has been made in no less flattering terms than it has been accorded the Dock Company in commercial circles. In 1902, Major-General Sir William Gascoigne informed the Secretary of State for the Colonies, that if the large river steamer then building for the Canton route, proved satisfactory "a considerable development in shipbuilding may show itself, especially if silver remains low." It was no prophetic utterance of his, but a forecast which was justified in the light of the resourceful additions which the company had then commenced to make to its vast establishments and to which the coping stone of the structure has been placed by the completion of the installation of electricity, for which they have the most modern and the best plant yet sent out from home for a yard of the kind of which Kowloon can boast. A few months since we gave details in connection with the recently installed department. There is a concensus of opinion that the river trade is certain of enormous developments requiring, as we have said, many vessels to deal with it. Mr. Law's observations regarding the assistance which the Home and the Colonial governments may give local shipowners will be readily endorsed by all those in the business, and acquainted with the fact that British shipping in the riverine trade is being actually penalised in favour of foreign bottoms which receive heavy subsidies from their Government. We do not suppose that it can be expected, after the report of the Imperial Commission on Steamship Subsidies, that Hongkong can claim for its shipping companies any share of a government subvention; but what we believe our shipowners urge, and quite fairly contend for, is that they be placed on a footing of equality with the foreign steamers trading between Hongkong and the river ports of South China. This leads us to quite another subject and one to which we may soon revert. An increase in this direction would naturally tend to a greater demand for boats, especially adapted to the trade. To this end we have seen how our local builders are eminently fitted, so that a result which may be acquired to the advantage of shipowners will redound no less to the benefit of our shipbuilding industry, employing at normal times, thousands of hands, and contributing very largely to the welfare of the Colony dependant upon commerce as the mainstay of its prosperity.

LOCAL AND GENERAL.

Two cases of plague, one of which was fatal, have been notified during the day ended noon.

THE P. and O. Company's steamer *China*, which sailed from London on 16th ult., took the following specie for Hongkong, coin silver, £21,165.

IT is likely that Mr. Choate, United States Ambassador in London, will shortly be succeeded by Mr. Whitelaw Reid, editor of the *New York Tribune*.

THE trouble among the compositors at the Singapore Government Printing Office has been settled and the men all went back to work on the 7th inst.

A DEPUTATION waited on the Victorian Premier urging steps to prevent the ousting of Europeans from the furniture trade by Chinese. It was suggested that the latter be bought out.

A GIGANTIC system of fraud and peculation among the trans-Siberian railway officials has been exposed, nearly one-third of the stores and money sent to the Far East having been stolen.

IT is rumoured that some Russian authorities purchased the China Merchants' Company's old steamer *Leeyuen* for the purpose of running the blockade and conveying provisions, etc., to Port Arthur.

THE following appointment has been made at the Admiralty:—Captain S. R. Fremantle, to the *Albion*, and as flag-captain to Rear-Admiral the Hon. A. G Curzon-Howe, on recommissioning.

H.M. Consul-General at Shanghai has received the following telegram from H.M. Consul at Newchwang:—"Master of the s.s. *Chungking* reports having passed a floating mine yesterday afternoon in Lat. 39.2 N., Long. 120 48 E."

CAPTAIN Lewis E. Wintz, commanding the general depôt at Chatham, was to retire on July 5 by reason of age, and would be succeeded by captain F. G. Stopford who is about to pay off the first-class cruiser *Bleheim*, at Chatham, on her return from a three years' commission on the China Station.

ORDERS have been issued that, on the *Lancaster*, first-class cruiser, Captain Sir G. J. S. Warrender, joining the Mediterranean Squadron, the *Astræa*, second-class cruiser, Captain L. G. Tufnell, is to be transferred from that station to relieve the *Eclipse*, second-class cruiser, Captain R. H. S. Stokes, on the China Station.

WE regret to report the death in her 82nd year of Mrs. Bell-Irving, of Whitehill, Dumfriesshire, wife of Mr. John Bell-Irving, and sister of Sir Robert Jardine. Mr. and Mrs. Bell-Irving celebrated their diamond wedding in November last. The family's ancestral connection with the county dates back to the twelfth century.

OWING to the serious state of affairs in Kwangsi province caused by the mutiny of the Hupeh and other troops, it is now announced that H.E. Viceroy Tsen Ch'un-hsüen, of the Two Kwang provinces, will himself lead the troops starting from Canton to suppress the insurrection in Kwangsi. It is also reported that the insurgents have murdered several of the magistrates and military officers commanding the garrisons of the three cities of Liuchowfu.

By kind permission of the Commander of Police, the Macao String Band will play the following programme of music at the Macao Hotel from 7.30 p.m. to 9.30 p.m. on Saturday next, the 16th inst.

March	"The Summer Girl" ..... V. Mercedon
Overture	"The Contest" ..... C. Muller
Waltzes	"Fedora" ..... P. Bucalossi
Selection	"Pirates of Penzance" ..... A. Sullivan
Waltzes	"Forest Song" ..... C. Weber
	Love's Old Sweet Song ..... J. L. Molloy
Mazurka	"Lanoute" ..... Hosfeld
Polka	"Climb the Ladder" ..... Hosfeld

THE *Matin* publishes a résumé of the report of Col. Barraud, who was directed by the Naval Inquiry Committee to study the question of the defence of French colonies. The report shows that in consequence of the insufficiency of the credits voted there remains much to do in Indo-China, at Dakar, in Madagascar, at Diego Suarez, at Fort de France, and at Numea. Moreover, Guadeloupe, French Guiana, Tahiti, and Gaboon are not in a condition of defence. Everywhere the provisioning and the garrisoning of these colonies are insufficient.

CAPT. J. Grier of the British steamer *Sarpedon*, which arrived at Singapore from Liverpool on the 6th inst., reported that the No. 1 fireman killed the 2nd fireman on 29th June. Insp. Dooley and Sergt. Murdock boarded the *Sarpedon*, and brought the alleged murderer ashore. It appears that at 3 a.m. on the 29th the chief fireman, a Chinaman, suddenly attacked the second fireman with a long dagger shaped knife and cut his throat. He is then alleged to have slashed the unfortunate man about the stomach and body, inflicting fearful injuries. He turned the knife about in the wounds and also injured the man internally. The murderer then rushed up on deck and attacked another fireman, but was felled by one of the ship's officers with a belaying pin. He was then put in irons. The dead fireman whose body was terribly mutilated, was buried at sea. It is understood that the murder arose from bad feeling among two clans of the Chinese firemen.

SOME of the advantages arising from the use of oil fuel in steamers have been demonstrated on the recent passage of the United States steamer *Nebraskan*, from San Diego, California, to New York, a distance of 12,724 knots, which she covered in 5t days 7 hours, at an average speed of 10.35 knots, the longest passage on record for a steamer consuming oil. The only call made was at Punta Arenas, in the Straits of Magellan. The *Nebraskan* is a steel twin-screw vessel of 4,409 tons gross register, and since the beginning of her service between San Francisco and Honolulu, in 1902, she has continuously used oil fuel, which is stowed in the double bottom and in tanks between the tunnels. As illustrations of the economy attendant upon its use, it is stated that three firemen only are required, in place of at least twelve who would be carried in a similar steamer burning coal, while the initial cost of the combustible is less, and the space occupied much smaller than would be required for coal of the same degree of efficiency.

A TRIAD THREAT

TO LANTAO FISHERMAN.

A tale, recalling the peril to which native fishermen were exposed in the early days of the Colony, was unfolded at the Police Court this morning when Mr. J. H. Kemp investigated charges brought against members of the Triad Society in respect of the recent raid at Tai O creek, on Lantao Island. Four rough looking individuals were placed in the dock to answer a charge of attempting to obtain money by menaces. Each of them at once denied it. Deputy Superintendent Mr. E. R. Hallifax conducted the prosecution on behalf of the police, the Assistant Superintendent, Mr. P. J. Wodehouse, being present in Court during the hearing of the case. According to the story related by numerous witnesses, it appears that at eight o'clock on the morning of the 6th inst. several men, belonging to the Triad Society, arrived at Tai O creek, on the west side of Lantao Island, and went to Tong Kai Fat's fishing boat which was moored close to the shore. They told him that they wanted $100 from him, but he refused to give them any assistance as several years before members of the Society had borrowed money of him which they refused to repay. The people then left saying they would return later, and at eleven o'clock the same morning they returned with more than a hundred reinforcements who arrived in seven large boats. They moored on the opposite side of the creek to which the fisherman was and were unable to get across owing to the state of the tide. One of the witnesses for the prosecution alleged that some of the men were armed with revolvers, and as they threatened him he got out what weapons he had aboard of his craft. They shouted to him that if he wanted a good fight he was to approach their boats, but the fisherman remained where he was and nothing further resulted until the men, shouting threats and telling him they would return at three o'clock, left the creek upon which the witness made a report to the police at Tai O. Another witness deposed that when the seven boats entered the creek one of them was taken to the bow of his craft and he was threatened by those aboard who told him they would kill him and take his boat. The other vessels could get no further owing to the state of the tide, and as they were anchored close by he was able to recognise the men and could identify those in the dock as having taken part in the affair. Sergt. Floyd took the story further, and from what he said it seems that upon receiving the fisherman's report, about 11 a.m. that day, he hastened to the waterside and saw the men pulling away. He called upon them to stop, but as they refused to obey he launched a boat and set out in pursuit. They rowed as hard as they could, but he overtook them and managed to secure two of the men. Meanwhile, the Indian police had been on the look out for others, and after a search two were found hiding behind a rock, and they were immediately arrested. Evidence was also given regarding the injury to one of the Indian constables, and the men were ultimately committed for trial. It appeared from the testimony of several of the men that fisherfolk are menaced yearly by members of the Triad Society to whom they have to pay so much as a subscription to the organization.

THE STRAITS DOLLAR.

SOME VIEWS OF AN EXPERT ON THE NEW CURRENCY PROBLEM.

Exchange has been very firm of late; every small advance in silver has taken our rate higher, while downward fluctuations have affected it but little. We (*Straits Times*) are told that the principal reason of this firmness lies in fact that merchants are in daily expectation of some legislative measure that shall carry our currency reform a step nearer to stability, or, as some say, even to the point of absolute fixity. In this connection, a gentleman well known in Straits and Home financial circles as an adept in Straits currency matters, and well competent to pronounce upon the subject, has favoured us with his views in the course of an interview.

"Do you think the government will take any action, and if any, in what form?" was our first inquiry.

"Well," he replied, "I think we may daily expect the promulgation of an ordinance providing for the demonetisation of British and Mexican dollars. I think that with the amount of Straits' dollars already arrived, and with our note currency, we have quite enough for our needs. My cashier keeps a daily record of all dollars he collects in the bazaar, and I find from it that the percentage of Straits' dollars remains small, showing no tendency to increase. This, however, is easily explained by the fact that the banks, naturally anxious to get rid of all the dollars expected to be demonetised, prefer to keep only the Straits' dollars in their cash. I think it may be confidently said that all British and Mexican dollars in the colony are now in actual circulation and that large accumulations of them do not exist. In these circumstances, demonetisation could do no great harm to anyone. The loss on a few dollars in the pocket of the individual or in the till of a firm would be of comparatively small importance."

"Do you think we shall have fixity at the same time as demonetisation?"

"I do not think so. The Indian Government fixed the value of the Rupee at 1s. 4d. on the very day the Mint was closed in 1893. Very few people then believed that the Indian government could carry its scheme through as well as it did; and owing to the fact that a very large number of rupees was in circulation, no sudden rise of importance followed to disturb trade and the relation of debtor and creditor. It would, however, be quite different here. Everybody now knows that the government can and will easily carry through a similar scheme, hence a sudden rise disturbing our trade must as far as possible be avoided.

"I think, therefore, that the government will fix nothing now; will not even mention what are its intentions as to fixity in the future. Some day it will simply say, 'All except Straits' dollars are demonetised,' and coinage is stopped.' In future, dollars will be coined against gold only when it shall be found necessary to increase the circulation, and if the banks make an acceptable offer. Then exchange will improve to say 2/-, and probably remain there for a while, because many persons have got accustomed to the idea that the dollar will be fixed at 2/-. Should the banks go to the government and offer 2/- for new dollars, the government would simply say, 'Not good enough!' And the same reply might be expected when, after a short time, the banks should return and offer 2/0½, and 2/2; until, finding there really was such a scarcity of dollars as might hamper the trade of the colony, the government would probably decide to issue a few millions of dollars at, say, 2/3, but without pledging itself to accept the same price next time."

"And what do you think will be the rate at which our dollar will be ultimately fixed?"

"This," said our friend, "is a most difficult question to answer. Opinions are widely divergent. I do not think that even the government has as yet formed a decided opinion upon this point, but whatever its opinion now, it will change in the light of experience and observation. I can only tell you, for instance, that I was very shocked to find the Resident-General of the F.M.S. expressing in his last report the hope that, for the sake of the tin export, the dollar should not be fixed at over 2/-. I am afraid the Resident-General makes a great mistake in believing that the great progress made by the Native States during the last ten years was due to low exchange. It was not due to *low* exchange but to *falling* exchange, which allowed the *making to-day of an extra profit on what yesterday was the cost of production.*

But as even the price of silver must have a 'bottom,' it is clear that the fall must touch it some day. When that day comes, there will be an end of these extra profits, and a reaction against the enhanced cost of living and labour. The lower the dollar, the greater must be the misery. What in the long run regulates the price of an article is the cost of production. As the Malay States have, so to say, a monopoly of the tin trade, the cost of its production must, in the long run, regulate the price of tin whatever the exchange. We see, in fact, that even the fluctuations due to increased demand or supply, or to speculation, are seldom affected by the rate of exchange. At this very moment the price of tin at home is going down, notwithstanding a rising exchange But this of course can be only temporary. In my opinion, if the value of the dollar can be gradually increased so as to avoid any greater disturbance than has been caused by the gradual fall of late years, the higher the dollar goes the better it will be for the colony.

"This same dollar was worth over 4/- some 20 years ago, when the colony, considering its age, was, as prosperous as, if not more prosperous than, it is now. The poor exotic dollar, adopted by us in an earlier civilisation, has, through no fault of our own, depreciated 60 per cent; while other countries, under wise legislation, see their silver shillings francs and dollars maintaining their original value. And many of these much older countries, with far less room for quick development than is enjoyed by our young and very rich colony, have advanced even more rapidly and steadily, than the Straits Settlements. Why, therefore, I ask, should it be considered absurd to encourage the hope that our dollar may yet regain its original value? Why should this result not be attained by good and careful legislation? Why may we not look to getting back what we have lost in a few years solely through want of foresight on the part of the government? Why should a British dollars bearing the stamp of the King's head not be worth just as much as an American dollar of the same weight and fineness?"

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE WAR.

YINKOW OCCUPIED

BY THE JAPANESE.

(From Our Own Correspondent.)

YOKOHAMA, 15th July, 12.15 p.m.

A telegram has been received here from Chefoo to the effect that Yinkow was occupied by the Japanese at midnight on Wednesday, the 13th inst.

TO THE FRONT.

PRESS CORRESPONDENTS AND ATTACHES.

The agitation on the part of the Japanese Press, with a view of obtaining the authorities' consent for the newspaper correspondents and attachés to proceed to the front, has been successful. The Press-men are allowed to leave on the 24th inst.

Thirteen foreign attachés are proceeding on the 20th inst. Included among them are the British representatives; Lieut.-Col. Sir W. G. Nicholson, K.C.B., R.A., Lieut.-Col. Haldane, D.A.Q.M.G., and Capt. Thacker, R.C.A., and Hoad, Tulloch and MacPherson.

ORPHEUM COMEDY CO.

A small house but a decidedly good entertainment characterised the performance by the Orpheum Comedy Company at the Theatre Royal last evening. It has been pointed out that the artistes brought here by Messrs. Levy and Jones are far above the average, and the programme presented being one to which no exception can possibly be taken it is surprising that there is not a packed house each night. A complete change of songs and so on is announced for this evening, and to-morrow a special entertainment will be presented. We were informed this morning that Mr. Levy is instituting inquiries with a view to securing a suitable site in the Colony on which to have a permanent theatre of varieties, and if he is successful with his arrangements it is his intention to present Hongkong with up-to-date performances each week, which he feels confident can be turned to profitable account at the low entrance fee of $1. Let us hope he secures better patronage than he is now receiving or else the enterprise will prove a bad speculation.

AMERICAN v. BRITISH TRADE METHODS IN CHINA.

Consul-General Bragg, Hongkong, says it cannot be too thoroughly understood that in Chinese trade American enterprise is still confined to the perimeter of the wheel—it has no status at all in South China. Great Britain has steadily plodded on for the conquest of Chinese trade for more than half a century, never abating her efforts, but pushing patiently on, protecting her trade whenever acquired, as circumstances demand. Absolute force is rarely needed; it is the consciousness of force, ready to be used, if need be, that keeps the pace. And with all this struggle of years the British trade of millions upon millions is but a speck when the possibilities of the trade with 400,000,000 people is considered—if these be brought within reach of commerce. One of the great secrets of success in China, as elsewhere, is patient and persistent work, coupled with a thorough knowledge of the business entered upon and a careful study of the people with whom one desires to deal. The Chinese are not dull or stupid or easily imposed upon. While being studied they study in return.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 15th at 11.30 a.m. The barometer has risen rapidly in the neighbourhood of Miaco Sima and fallen upon the Coast of China.

The depression mentioned yesterday is a typhoon at present situated at the northern end of the Formosa Channel and moving W.N.W. towards the coast to the northward of Foochow.

Strong S.W. winds may be expected in the Formosa Channel, moderate W. winds in the northern part of the China Sea and fresh S.W. monsoon in the more southern portion.

Forecast:—Moderate W. winds, fine.

SHIPPING AND MAILS.

MAILS DUE.

American (*Siberia*) 18th inst.
German (*Roon*) 19th inst.
Canadian (*Tartar*) 19th inst.
Indian (*Arratoon Apcar*) 19th inst.
German (*Preussen*) 20th inst.
American (*Coptic*) 20th inst.
Canadian (*Empress of China*) 25th inst.
American (*Korea*) 8th prox.

TELEGRAMS.

(Reuter's.)

The Russian Volunteer Cruisers.

LONDON, 13th July.

Reuter's Agency at Perim wires that the British steamer *Menelaus* reports that she and the S.S. *Crewe Hall* were stopped on the 11th instant, south of Jeddah, by the *St. Petersburg* with eight guns on deck. The cruiser detained the steamers four hours overhauling their papers and then steamed away northward.

(Straits Times.)

Asiatic Traders.

London, 6th July.

Reuter's correspondent at Pretoria says that the Colonial Secretary has informed the Legislative Council that the Transvaal Government has no option but to issue licences to Asiatic traders in view of the recent judgment of the Supreme Court there.

He hoped to lay definite proposals on the licence question before the Council this Session.

He recognised the necesity for taking action in the matter.

But the question was Imperial and not domestic.

Communications were proceeding with the Home Government.

The Council resolved upon accepting the Colonial Secretary's assurance while at the same time urging the necessity for immediate action by the Home Government.

Sir A. Swettenham.

London, 7th July.

Sir Alexander Swettenham, the Governor of British Guiana, has been appointed to be Governor of Jamaica.

Parliament.

The Government hopes to prorogue Parliament on the 15th August, but this will necessitate the dropping of the Aliens' Bill, and the Port of London Bill.

Russian Appointment.

General Taffjch ff has been appointed Governor of Turke tan.

Governorship of Tasmania.

London, 8th July.

Sir Gerald Strickland has been appointed Governor of Tasmania.

The "Smolensk."

The Russian Volunteer steamer *Smolensk* has passed Bosphorus.

Chertsey Election.

Lord Bingham (C) has been elected for Chertsey by 5423 votes against 4876 votes cast for Mr. Sadler (L). Chinese Labour in the Transvaal was the main issue at the election.

The Mullah Again.

The correspondent of the *Daily Mail* at Aden reports that the Mullah's forces killed fifty Somali levies and friendlies at Eildas.

The Mullah's men also looted sheep and camels.

The Pioneers pursued the enemy and shot down twenty of them.

U. S. Politics.

On occasion of the celebration of the fiftieth anniversary of the founding of the Republican party in the United States, Mr. Hay, the Secretary of State, delivered a speech.

Mr. May said that the diplomatic policy of Presidents McKinley and Roosevelt was directed principally to safeguard American interests in the Pacific.

They, so Mr. May pointed out, constantly kept in view the vast importance of opening that field for [the display of American business] activities.

The Censorship in Japan.

Kobe, 9th July.

The Government's illiberality towards the Press is increasing, and several papers have been prosecuted. Mr. Curtis of the "Kobe Herald" was fined 25 yen, and Mr. Young of the "Kobe Chronicle" 20 yen, to-day.—*N. C. D. News.*

AMERICAN TRADE AT HONGKONG.

Consul-General Bragg writes:—The Standard Oil Company has its principal office here and does an immense volume of trade in China. One cannot help noticing the fact that, flags other than the United States fly at the mastheads of the ships carrying oil—not on all of them, perhaps, but on enough to attract attention. The Sperry Flour Company, of San Francisco, is here evidently to stay. The importation of flour has proved a successful venture. Others besides the Sperry people are engaged in the same trade, but I credit the Sperry Company as being the nearest to an American firm, if not exclusively so, engaged in this increasing and profitable business. The Singer Sewing Machine Company established an office here, but their trade is in its infancy. The "American Chinese Commercial Company" opened here, but from some untoward circumstances intervening it has been wound up.

OIL FOR CHINA.

The employment of oil tanks erected at Chinkiang by a British company was at first delayed by the determined attempt of the native authorities to levy royalty on tank oil at so much per gallon. After prolonged resistance they were compelled to withdraw their illegal claims, and matters have since moved smoothly.—The tank steamers come alongside a bund and pump out their cargo within twenty-four hours. The result of the installation is shown in the large import of Sumatra oil in bulk, with a consequent diminution of the same product in tins. Russian kerosene shows signs of being crowded out. It is understood that the Standard Oil Company is taking steps to erect tanks locally in order to keep pace with recent requirements.

THE WAR.

THE BATTLE OF TOKURIJI.

The *Asahi* publishes a description of the operations of a division of the Japanese Army in the battle of Tokuriji, fought on June 14th and 15th. The narrative, which was received by the authorities, is to the effect that on June 14th the division marched along the left bank of the Taisha River, and when about to cross at 11 a.m., at a point two kilometres north-east of Gwaboten, or Wafenkan, it encountered the advance post of the enemy, and fighting which lasted for an hour ensued. The enemy's strength was about one regiment of infantry and a battery of artillery. During this action, the commander of the regiment was killed, and several other officers and men were wounded, but the Japanese suffered no losses. The division marched along the railway in pursuit of the retreating enemy, when the latters artillery, with 24 quick-firing guns, made a stand on an elevation at Lungwangmyao and poured in a hot fire on the Japanese advance artillery, whose main artillery soon joined in the action, a duel resulting which lasted for hours. In the meantime the Japanese main body advanced and took a position about two and a half miles east of Lunwangmyao. The enemy confronting the column was a battalion and a half of infantry and a battery of artillery. Fighting was suspended for the night and the Japanese bivouacked. According to the Russians taken prisoners, the enemy planned to muster a brigade force at a convenient point and make a night attack. This plan failed, however, as only one regiment responded to the order, the rest losing their way on the march. On the 15th the enemy resumed their fire, and the Japanese artillery concentrated its fire on the elevation of Lungwangmyao. In the course of this fighting the Russians were continually reinforced until they had over one brigade of infantry and about three batteries of artillery engaged. As they threatened to take the offensive, another column of Japanese, which was advancing side by side with the division, assisted and a desperate engagement ensued.

At about 11 a.m. a battalion of Russian infantry charged, and the Japanese received them with fixed bayonets. There was then some hand-to-hand fighting of a particularly bloody character. If a Japanese thrust a Russian through the body, he was himself bayonetted by another Russian. A Japanese officer severed the right arm of a Russian officer, and was himself disabled by another Russian. A Russian ensign of the second regiment of the East Siberian Fusiliers was cut down, and when a charge was made by his men some of them hesitated to advance, and the young officer fiercely struck two or three of them in order to force them on, but the charge was unsuccesful. When the Russians were beaten, the officer beheaded two or three of his men who were lying wounded, to prevent them from falling into the hands of the Japanese, and then he cut his own throat and died on the spot.

The Japanese who fought in this direction faced a force double their number and were successful. Shortly after 12 noon on the 15th the enemy at and about Lungwangmyao ceased firing, and in about an hour began to retreat. The Japanese occupied the elevation by about 1.30 p.m., but fighting was still in progress. They directed their fire to the retreating enemy in the valleys, and a considerable number of Russians were shot down. Even at this time, however, a body of Russians faced the Japanese and charged, when every one of them fell before a deadly rifle fire. By 7 p.m. the enemy was driven away and firing ceased. The division took quarters in the houses of the adjoining villages, and so spent the night. The Russian dead left on the field and interred by the division numbered 1,700. Seventeen guns, in addition to a number of cases of cartridges, 800 rifles, and a large quantity of fodder were the prizes of the Japanese.

THE RECENT TRANSPORT DISASTER.

EULOGY OF FOREIGN OFFICERS.

The *Kobe Chronicle* states that the members of the Osaka Bankers' Tiffin Club or Ginko Gozonkwai, have given expression to their feelings of sympathy for the death of Captain Campbell and other foreign officers of the *Hitachi-maru* who perished in the destruction of the steamer by the Russians. The Club recently presented to the Nippon Yusen Kaisha a sum of Y100 as a small token of its appreciation of the gallant behaviour of the foreign officers. The gift was accompanied with the following letter:—

"We deeply appreciate the heroic action of Captain Campbell and other foreign officers of the ill-fated *Hitachi-maru* who discharged their duties to the last without leaving their ship and perished together with our honourable officers. We beg to forward you Y100, which we have subscribed among ourselves, and though a small sum, we shall be happy if you could add this amount to a fund for purchasing a memorial to commemorate the noble action of the foreign officers, or for the relief of their families if necessary."

The *Asahi*, in eulogising the action of the foreign officers, writes that the whole Japanese nation unanimously expresses its deepest gratitude for the high sense of duty and faithfulness which the officers showed, amid a rain of shells from the Russian ships, in discharging their duties to the last. The Government, adds the *Asahi*, is making investigation with a view to rewarding their distinguished services. The officers had no enmity or feeling of hostility towards Russia, but they acted devotedly in accordance with their professional duties, and their action will always remain a high example for seamen. In commemorating their deed, a perpetual memorial should be established, as a model for coming generations, and to encourage the spirit of the people of the maritime country of Japan. Concluding, our Osaka contemporary says, a bronze statue might be erected as a memorial, or else a lighthouse, a dock, a wharf, or better still a scholarship might be founded in the Marine School as a lasting commemoration of an heroic deed.

PORT ARTHUR.

Chefoo, 10th July.

Some workmen belonging to the Dockyard at Port Arthur and who left the vicinity of Laotishan before noon on the 9th arrived here this morning. Their most reliable statements are probably the following: The present Russian fleet at Port Arthur consists of nine large ships, of which three are with two funnels, four with three funnels, one with four funnels and one five. The *Peresviet* and another have not been seen. In the Dockyard are four torpedo boats, undergoing repairs. The *Sebastopol* is anchored at the west of the Dockyard and water is being pumped out of her and at the same time she is being repaired. Further west is a large warship. Eight or nine warships are seen at the eastern shore but whether they are torpedo boats or destroyers is unknown. A dock is being dug at the southern shore and in front of the Dock lies the mine laying vessel, the *Huilungkiang*. At the east is another large warship. In the western harbour are six large warships and five steamers. Since the engagement at sea on the 23rd ultimo, the large warships have not been out of the harbour. In the dockyard are seven hundred Russian workmen who are being drilled daily and one hundred Chinese workmen and two hundred coolies.

Iron chains have been fastened about the Japanese and Russian ships, sunk at the entrance of Port Arthur as a defensive measure.

On the east of Port Arthur, the Japanese have advanced, as far as Haungnichuan, 20 li from the stronghold. Since the 2nd, land fights have taken place daily. Standing on the highlands, smoke might be seen at the north of Port Arthur. The main Japanese army has advanced as far as three li from Changfusi which is forty li from Port Arthur. Japanese scouts are seen daily in the neighbourhood of the Marine camp and have had skirmishes with the Russian cavalry troops. Russian wounded are being transported in jinrickshas to Port Arthur where they are placed in houses hoisting the Red Cross flag.

There is great scarcity of fodder required by the Russians at Port Arthur, consequently they have been commandeering the agricultural products in the neighbourhood to feed the horses. The farmers are in a great quandary as they have no autumn harvest to reap.

The forts are being manned by land and marine troops to defend the stronghold.

TRADE WITH CANTON.

AN ENCOURAGING OUTLOOK.

The Australian commercial agent in the East, Mr. J. B. Suttor, has forwarded a lengthy communication to the Premier. Referring to Canton, he says:—

"There cannot be any doubt that Canton is destined to play a very important part from a commercial point of view, and is a place of great and growing importance to New South Wales, but we can only hope to succeed by the introduction of our products at the earliest possible date. In this respect I am doing my utmost through the merchants at Hongkong as well as Canton.

"The Chinese are rapidly throwing off their cloak of seclusion, being keen on business, with a high standard of commercial morality, offering every inducement for successful transactions.

"Already large schemes are under consideration for the development of Kwangtung and adjoining provinces. At the present moment a railway line is in course of construction by an American syndicate from Canton to Hankow, the final destination being Pekin. In connection with this railway, I have had an interview with the general manager, and it is quite possible that orders will be forwarded in due course for sleepers to New South Wales. In addition to the above, a British syndicate, I am glad to state, have secured the concession to construct a line from Hongkong to junction with the Hankow line at Canton, which will add immensely to the already commercial importance of both Hongkong and Canton.

"I look upon the Hongkong to Canton railway concession as one of very great importance to the British Empire, and one that also is more than important to Australia from the fact that it would appear to be only a matter of time when the Hongkong-Canton railway will be extended right on through India to Suez, and eventually on to Gibraltar. The whole route is practically one straight line, and a direct answer to the great Siberian railway, and offers a more direct route. It is also within the possibility of the near future that a branch line will run off through Burmah down to Singapore. It may be then for Australia to consider the extension of the Great Western railway in New South Wales, on to Port Darwin, with suitable connections for Victoria, South Australia, and Queensland.

"I must admit that the above may appear foreign to a commercial report, but the fact cannot be disguised that the East is now the great centre of gravity, both politically and commercially, of the world. I feel confident that the next 10 years will show wonderful strides in connection with the development of China, especially that part referred to in this report; such also is the opinion of the leading merchants of the East. If New South Wales were only in a position to contract for locomotives, iron and steel, as well as other large requiremens for railways, the prospects would be enormous. It is therefore to be hoped that our proposed locomotive and iron works will be a reality in the near future. For small bar iron, as well as flat iron, there is no reason why the Eskbank works should not compete for the growing requirements.

"It is now under consideration to adopt an up-to-date water supply for Canton, and introduce a proper system of sanitation. These schemes will require enormous supply of large pipes, more especially in connection with the supply of water, which will have to be conveyed for a distance of over 10 miles. I have already had an interview with the engineer on the matter, and gathered that the pipes to be adopted may be about 24 inches internal diameter, and cast iron or steel. It is therefore advisable to send me quotations f.o.b. for all sizes of pipes from 10 inches up to 24 inches diameter. I will then have a further interview with the engineer, with a view of the introduction of New South Wales pipes. Please also include 3, 4, and 6 inch reticulation pipes, as well as 1, 1½, and 2 inch galvanised water pipes for house connections, etc. It may be some little time before the work is put in hand, but there is nothing like being prepared with the necessary information beforehand.

"During the last five years the import trade of China has increased by 50 per cent., and the export trade by about 36 per cent. So far there are only 30 open ports, containing a population of not more than 8,000,000, so that the future suggests wondrous expansion of trade, and more so when we consider the undeveloped wealth in gold, silver, iron, copper, lead, quicksilver, antimony, and mineral oils, etc."

COMMERCIAL.

Quotations for the week close as follows:—

China Traders	$ 65 s. & b.
Cantons	210
HK. C. & Macao Steamboats	29 s.
Indo-Chinas	108 b. ex. div.
China and Manilas	25½ s. & b.
Douglases	35½ s.
China Sugars	185 s.
Raubs	7⅞ b.
H.K. & Whampoa Docks...	217 b.
Wharves	113 sa. & s.
Farnhams	Tls. 151
Hongkong Lands	158 s.
Hongkong Hotels	13¾ s & b.
Shanghai Lands	Tls. 115
Green Island Cements ...	29⅛ b.
China Borneos	10⅛ b.
A. S. Watsons	14 s.
Dairy Farms	26 s. & b.
Tebraus	1⅛ b.

Shanghai advices, of 11th inst., state:—Business reported:—Shanghai and Hongkew Wharfs at Tls. 155 for December. Indo-Chinas at Tls. 82½ for July, Tls. 78/77 for October. Farnham Boyds at Tls. 153 for July, Tls. 158/158½ for December. Maatschappijs at Tls. 300 for July, Tls. 312½ for October. Hall and Holtz at $29½. Telephones at Tls. 68.

Business done direct:—Shanghai and Hongkew Wharfs at Tls. 150 for July and Tls. 150 October. Indo-Chinas at Tls 82½/83 for July, Tls. 80/79/78½ for October. Farnham Boyds at Tls. 155½ for September, Tls. 156½ for October. Waterworks 6 per cent. Debentures at Tls. 98½. Astor 8 per cent. Debentures at par.

THE RAUB MINE.

The General Manager's Report for the month ending 18th June, 1904, runs as follows:—

The mine measurements, and assay results of prospecting work, prepared by the mine manager, show a total of 233 ft. for the period (4 weeks) under review, made up of 9 ft. sinking, 136 ft. driving, and 88 ft. crosscutting, as against a total of 314 ft. for the previous four weeks.

MINES.

New Main Shaft.—The construction of the new headgear is in hand, the small temporary one having been removed. The concrete foundations and bed logs for the four vertical legs have been laid down, and in a few days the front legs will be raised into position.

Koman Main Shaft.—The timbering has been completed as far as necessary, and sinking has been resumed; 9 ft. was added for the month, making the total depth 80 ft. below the 340 Level.

340 Level South.—This end has been driven 9 ft., bringing the total to 293 ft. The lode is improving in appearance, and carries more quartz, but the value for the past month shows considerable falling off.

340 Level North—This has been extended 14 ft., and the total now reaches 279 ft. The lode continues wide and of moderate value, namely 156 in. and 4 dwt.

340 Level North.—Crosscut off No. 1 Winze below 240 Level. An advance of 13 ft. makes this total 44 ft. As before reported (see April 23) this crosscut was started with a twofold object,—to prove waste rock for filling, and to try and pick up the point of the lode that had dropped off the main body and had been driven on further north. Several bunches of mixed matter have been passed through, and at about 40 ft. we cut into what is supposed to be the lode, and passed through it in the next 4 ft. Driving has now been started on it, and up to the present the average width has been 4 in. and the value 8 dwt.

240 Level North.—This has been driven 25 ft., bringing the total to 680 ft. For the whole of the month the end has been in mixed matter, all of which is gold bearing but low grade. A more settled rock is now being driven through, containing a fair portion of quartz; for the 38 in. exposed it assays 1 dwt.

240 Level South: Hanging Wall Branch.—Here we have advanced 16ft., making the total 66ft. The lode is 67in. wide and assays 10 dwt.

140 Level North.—Driving on the various bunches has been carried on to the extent of 78ft. The stone has been of varying width, averaging 42in., with a value 7 dwt.

Crosscutting for stope filling.—75 ft. of this work has been done.

Stopes.—Milling stone is being won from the following stopes:

Above the 340 Level: 2 stopes; lode 110 in. wide and worth 4 dwt.
" " 240 Level: 3 stopes; lode 60 in. wide and worth 6 dwt.
" " Intermediate (200') Level: 1 stope; lode 90 in. wide and worth 7 dwt.

PLANT AND MACHINERY.

The electric pumping gear for Koman shaft is now complete, but for connecting to the main cable. This will be done at once, and a trial run will take place in a few days.

The ten-inch steam-pump has been taken out of the shaft, and the fixing of the new water column and pump rods is in hand. To do this it has been necessary to suspend the sinking of the shaft, and to remove the whole of the old gear. The smallness of the shaft has rendered progress very slow. The water at the No. 3 and No. 4 levels is being kept out by the eight-inch an 1 six-inch steam-pumps that are fixed on cisterns in those stations.

Milling Return for 4 weeks ending 18th June, 1904.

Stamps working:—40.

Period of work:—28 days less lost time 5.39 days (129 hours 30 minutes), nearly all due to stoppages required to replace broken camshafts, &c.

Ore milled:—Koman 2,704 tons; also 70 tons old blanketings milled for cyaniding.

Mill duty:—3.08 tons per stamp per 24 hours.

Amalgan yield:—1,478 oz. giving 445.35 oz. melted gold=30.13%.

Bullion yield per ton:=3.21 dwt.=71.18% contents.

Bullion fineness:—average 923 7.

Mercury loss:—2.7 lb. per 100 tons milled=2.44 oz. per oz. bullion.

Tailings assays:—1.3 dwt.=28.82% contents.

Remarks:—We have now completed the new equipment of the battery—new camshafts, cams, pulleys, stems, tappets, and bosses throughout.

Estimated Cost sheet—4 weeks ending 18th June, 1904.

European Salaries			$4,041.50
Wages	Development	$ 608.00	
	Ore Raising	5,104.12	
	Surface	3,712.20	
			9,424.32
Timber, fuel and charcoal			1,642.31
Royalty			441.45
Sundries			865.10
Stores			2,573.18
			$19,887.95
Cost per ton $7.16=3 6/7 dwt.			
Expenditure on capital a/c			
Plant and machinery (Koman)			$8,896.36
do.	(Cyanide)		679.85
do.	(Sempam)		943.27
do.	(Mill)		2,660.80
			916.81
Development			339.68
Furniture			131.12
Buildings			53,546.16
New main shaft			

C. G. WARNFORD LOCK,
General Manager.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/10 1/16
Do. demand	1/10⅛
Do. 4 months' sight	1/10 5/16
France—Bank T.T.	2.31⅛
America—Bank T.T.	44⅛
Germany—Bank T.T.	1.87½
India T.T.	138
Do. demand	138½
Shanghai—Bank T.T.	71½
Japan—Bank T.T.	90⅝
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	110⅝

Buying.

4 months' sight L/C.	1/10 7/16
6 months' sight L/C.	1/10 9/19
30 days' sight San Francisco & New York	45⅛
4 months' sight do.	46⅛
30 days' sight Sydney and Melbourne	1/10 11 16
4 months' sight Francs	2.35⅛
6 months' sight "	2.37
4 months' sight Germany	1.92
Bar Silver	26⅞
Bank of England rate	3 %

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

		Per chest
Malwa New	@	940/990
" Old	@	1,000/1,070
" Older	@	1,100/1,160
" Oldest	@	1,200/1,260
Patna New	@	1,270
" Old	@	1,320
Benares New	@	1,200
" Old	@	1,240
Persian (Paper)	@	880 900

To-day's Advertisements.

HONGKONG HOTEL.

DINNER.

TO-MORROW (SATURDAY), 16th July.

MENU.

HORS D'OEUVRES.
Canapes a la Windsor.

SOUP.
Potage Velours.

FISH.
Boiled Salmon Sauce Italienne.

ENTREES.
Fillet of Beef a la Nelson.
Lamb Cutlets and Green Peas.
Capon and Ham Rissoles.

CURRY.
Sweetbread.

JOINTS.
Roast Sirloin of Beef and Horseradish.
Roast Chicken and Bacon.
Boiled Calf's Head and Piquante Sauce.

COLD.
Cold Pork Pies and Macedoine Salad.

SWEETS.
Baked Fig Custard Pudding.
Nesselrode Ice Cream and Genoa Cake.
Treacle Tart.
Tipsy Cake.

DESSERT.
Coffee. [842

THEATRE ROYAL,

CITY HALL.

THE

ORPHEUM COMEDY COMPANY.

TO-NIGHT,

AT 9 P.M.

TO-MORROW,

(SATURDAY), 16TH JULY,

COMPLETE CHANGE OF PROGRAMME.

NEW ARTISTES.

NEW ACTS.

PLAN AT

ROBINSON PIANO Co.

Hongkong, 15th July, 1904. [823

LADY, (Married), requires position as HOUSE-KEEPER, or ASSISTANT HOUSE-KEEPER in Good Hotel in Hongkong, or Manila, or would not object to serve in Bar.

Apply—
"BOX,"
C/o This Paper.
Hongkong, 15th July, 1904 [840

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 18th day of July, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND at Kowloon Tong, in New Kowloon, for a term of 75 years commencing on the 9th March, 1903.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	S.E.	N.W.	S.W.	Contents in Square feet.	Annual Rent.	Upset Price.
			feet	feet	feet	feet	feet		$	$
1	New Kowloon Inland Lot No. 7.	Kowloon Tong, New Kowloon.	50	63	170	166	11	21,136	14	128

Hongkong, 15th July, 1904. [843

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SIMLA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *China* and *Somali*.
From Australia, *ex* S.S. *Britannia*.
From Calcutta, *ex* S.S. *Syria*.
From Persian Gulf, &c., *ex* B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 15th July, 1904. [4

Intimation.

THE POPULAR

SCOTCH

IS

"BLACK & WHITE"

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
H.R.H. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & Co., Queen's Road Central. [832

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

From	Steamers	Due
GLASGOW and LIVERPOOL	"PELEUS"	18th July.
GLASGOW and LIVERPOOL	"AJAX"	29th July.
GLASGOW and LIVERPOOL	"MACHAON"	8th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	12th August.

S.S. "PELEUS" left Singapore on the afternoon of the 13th inst., and is due here on the 18th, p.m.

HOMEWARDS.

For	Steamers	To sail
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	19th July.
LONDON, AMSTERDAM & ANTWERP	"KEEMUN"	2nd August.
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	16th August.
*GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	15th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

For	Steamer	To sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *vid* NAGASAKI, KOBE and YOKOHAMA.	"MACHAON"	11th August.

S.S. "HYSON" left Victoria, B.C., for Hongkong, *via* Japan, on 14th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th July, 1904. [2

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.
MANILA	"SUNGKIANG" *...	16th July.
CHINKIANG	"ANHUI"	16th "
YOKOHAMA and KOBE	"TSINAN" *	19th "
MANILA	"TEAN"	20th "
CEBU and ILOILO	"KAIFONG" *	21st "
SWATOW, CHEFOO and TIENTSIN	"KANSU"	22nd "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN" * ‡ ...	30th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th July, 1904. [7

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon** and **Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)...	SATURDAY, 16th July, at 10 A.M.
RUBI	2540	R. W. Almond ...	" "	SATURDAY, 23rd July, at 10 A.M.
PERLA	1980	A. H. Notley ...	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 9th July, 1904. [8

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4,370	Wagner	July 16th, 1904.
"ARABIA"	4,483	Bahle	August 14th, "
"ARAGONIA"	5,198	Schuldt'	September 14th, "
"NUMANTIA"	4,370	———	October 14th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

15]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), $3; Return Ticket, $5.
2nd Class, $1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, $2; Return Ticket, $3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, $5. On Sundays, $5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January 1904. [16

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....$3.00 for Single journey.
2nd " ..... 1.50 " "
Meals ....., 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 916, Wing Lok Street.
WENDT & CO.,
Canton Agents.

Hongkong, 24th June, 1904. [35

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [819

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European	$8.00
Second Class European	3.00
First Class Chinese.....	1.50
Second Class Chinese.....	80
Deck	30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.

Hongkong, 9th June, 1904. [222

STEAM TO CANTON.

THE New Twin Screw Steamers

	Tons	Captain
"KWONG CHOW"	1,309	J. P. MARTIN.
"KWONG TUNG"	1,238	H. W. WAI KER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey $4
Meals .....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [781

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"ST. FILLANS"	20th July.
"BEDOUIN"	5th August.
"LOWTHER-CASTLE"	20th August.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 11th July, 1904.

P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "SARDINIA,"
6,574 tons,

will be despatched for LONDON (DIRECT) on or about 21st July.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

To be followed by the

S.S. "BORNEO,"
4,573 tons, about 18th August.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd June, 1904. [758

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.

THE Company's Steamship

"YAWATA MARU,"

Captain ———, will be despatched as above, on FRIDAY, the 29th July, at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 25th June, 1904. [766

Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain E. J. Buller, will be despatched as above, on TUESDAY, the 19th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 12th July, 1904. [829

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the above Port, on or about MONDAY, the 15th August.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 2nd July, 1904. [789

For Sale.

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 20th May, 1904 [641

FOR SALE.

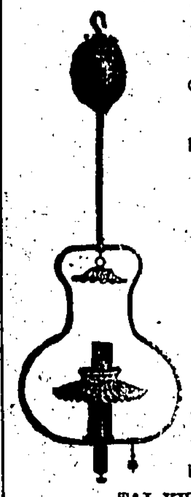
ONE ICE-MAKING MACHINE with GAS ENGINE complete.

For full Particulars, apply to

HUGHES & HOUGH,
8, Des Vœux Road.

Hongkong, 27th June, 1904. [769

FOR SALE.



INCANDESCENT GASOLINE LAMPS
OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [31

Intimations.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

16, DES VŒUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS' STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES*

Hongkong, 15th December, 1903. [804

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 23rd April, 1901

HONGKONG AVERAGE MARKET PRICES.

Corrected 1st July, 100 cts. per $ Max.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa lb	18
" Corned—Ham Ngau Yuk ..... "	18
" Roast—Shiu " " ..... "	18
" Breast—Ngau Lam ..... "	13
" Soup, Tong Yuk ..... "	14
" Steak—Ngau Yuk Pa ..... "	18
" " Serjoin—Ngau Lau..... "	26
" Sausages,—Ngau Yuk Chaung ... "	26
Bullock's Brains— " Know..... per set	9
" Tongue fresh—Ngau Li..... each	45
" " corned—Ham Ngau Li..... "	55
" Head—Ngau Tau ..... "	55
" Heart—Ngau Sum ..... "	9
" Hump, Salt—Ngau Kin..... "	14
" Feet—Ngau Kork..... each	8
" Kidneys—Ngau Yiu..... "	8
Tail—Ngau Mei ..... "	16
" Liver—Ngau Con .....lb	9
" Tripe (undressed)—Ngau To..... "	5
Calves' Head and Feet—Ngau-chai-tau-keok.....set	75
Mutton Chop—Yeung Pai Kw .....lb	24
" Leg—Yeung Pei ..... "	24
" Shoulder—Yeung Shau ..... "	22
Pigs' Chitlings—Chi cheong ..... "	16
" Brains—Chi Know.....per set	2
" Feet—Chi Kerk ..... "	12
" Fry—Chi Chak ..... "	12
" Head—Chi Tau ..... "	15
" Heart—Chi Sum .....each	8
" Kidneys—Chi Yiu .....pair	7
" Liver—Chi Kon .....lb	24
Pork, Chop—Chi Pai Kwat ..... "	23
" Corned—Ham Chu Yuk ..... "	—
" Leg—Chu Pei ..... "	24
" Fat or Lard—Chu Yau ..... "	18
Sheeps' Head and Feet—Yeung Tau Keok .....set	50
" Heart—Yeung Sum .....each	6
" Kidneys—Yeung Yiu ..... "	10
" Liver—Yeung Con.....lb	22
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sang Ngau Yau ..... "	17
" Mutton—Sang Yeung Yau ..... "	20
Veal—Ngau Chai Yuk..... "	18
" Sausages—Ngau Chai Yuk Tong. "	15

POULTRY.

Chicken—Kai Chai .....lb	34
Capons, Large, Small—Sin Kai..... "	32
Ducks—Ap ..... "	20
Doves—Pan Kau ..... each	—
Eggs, Hen—Kai Tan.....per doz.	20
Fowls, Canton—Kai .....lb	36
" Hainan—Hoi Nam Kai ..... "	30
Geese—Ngoi ..... "	20
Geese, Wild Shanghai—Sheung Hoi Ye Ngo ..... pair	—
Musk Deer—Wong Keng ..... each	—
Hare—Tu Chai ..... "	—
Partridge—Che Khoo ..... "	—
Pheasant—Shan Kai .....pair	—
Pigeons, Canton—Pak Kup ..... each	35
" Hoihow—Hoihow Pak Kup "	30
Quail—Um-Chun ..... "	—
Rice Birds—Wo Fa Cheuk .....dozen	—
Snipe—Sa Chui ..... each	—
Turkeys, Cock—Fo Kai Kung ..... "	70
" Hen— " " Na ..... "	60
Wild Ducks, Shanghai, Sui-ap .....pair	—
Teal, Shanghai, Sui Ap Chai.....each	—
Wild Ducks Canton—Sang Shing Sui Apea.....per pair	—

FISH.

Barbel—Ka Yu .....lb	14
Bream—Bin Yu..... "	15
Canton Fresh Water Fish—Hoi Sin Yu "	14
Carp—Li Yu ..... "	15
Catfish—Chik Yu ..... "	11
Codfish—Mun Yu..... "	24
Crabs—Hai ..... "	15
Cuttle Fish—Muk Yu ..... "	13
Dab—Sa Mang Yu ..... "	15
Dace—Wong Mei Lun ..... "	12
Dog Fish—Tit Tu Sa ..... "	8
Eels, Congor—Hai Man Yu ..... "	18
" Fresh water—Tam Sui Yu ..... "	13
" Yellow—Wong Sin..... "	24
Frogs—Tien Kai ..... "	28
Gamupa—Sek Pan ..... "	45
Gudgeon—Pak Kup Yu ..... "	11
Herrings—Tso Pak ..... "	18
Halibut—Cheung Kwan Yu ..... "	16
Labrus—Wong Fa Yu..... "	16
Loach—Wu Yu..... "	9
Lobsters—Lung Ha ..... "	24
Mackerel—Chi Yu ..... "	18
Monk Fish—Mon Yu ..... "	20
Mullet—Chai Yu ..... "	18
Oysters—Sang Hoo ..... "	15
Parrotfish—Kai Kung Yu ..... "	15
Perch—Tau Loo ..... "	14
Pike—Fa Paw Poong ..... "	8
Plaice—Pan Yu..... "	11
Pomfret, Black—Hak Chong ..... "	22
Pomfret, White—Pak Chong..... "	28
Prawns—Hing Ha..... "	40
Ray—Pei Pa Sa, ... "	7
Rock Fish—Sak Kau Kung..... "	14
Roach—Chun Yu..... "	10
Salmon, (C'ton), fresh water—Ma Yau Yu..... "	28
Shark—Sa Yu ..... "	10
Skate—Po Yu ..... "	9
Shrimps—Ha ..... "	28
Snapper—Lap Yu..... "	24
Soles—Tat Sa Yu..... "	24
Tench—Wan Yu ..... "	13
Turbot—Cho How Yu ..... "	18
Turtles, small, fresh water—Kcok Yu... "	60
White Bait—Ngan Yu Chai ..... "	—

FRUITS.

Almond—Hung Yan.....lb	20
Apples, (California)—Kam San Ping Ko.....lb	50
" (Chefoo)—Tin Chun Ping " Ko..... "	—
" Small—Hoi Tong.....	—
" Custard—Fan Lai Chi .....each	—
Bananas, fragrant, Canton—Sang Sheng Heung Chiu ..... "	4
" (brides), Macao—San Heung Chiu "	3
Chestnuts, Chinese—Foong Lut..... "	15
Carambola—Yeung Tou ..... "	—
Cocoanuts—Yeh Tsz .....each	8
Grapes—Sin Tai Tsz.....lb	—
Lemons, China—Ning Moong..... "	12
" Amer.—Kum San Ning Moong "	8
Lichees, Dried—Lai Chi Con	15
" Fresh, Lai Chi	8
Limes, (Saigon)—Sai Kung Ning Moong .....each	10
Mango, Manila—Lui Sung Mong.....	8
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tsz ..... doz.	—
Oranges, (Canton)—Sang Sheng Tim Chang	15
" Small—Tai Kut	—
" Mandarin—Tim Kut	—
Olives—Pak Lam .....lb	8
Pears, (American)—Kam San Shut Li...	—
" (Canton), Cooking—Sa Li	10
" (Shanghai)—Sheung Hoi Li	—
Peanuts,—Fá Sang	10
Persimmons Large,—Hung Chie	—
Pine-apples, 1st quality—Sheung Poon Ti Paw-law .....each	12
" 2nd cocking—Chung-tang Paw-law ..... "	—
Platams—Tai Chen	2
Plums, Swatow—Hung Lai	8
Pumolo, Siam—Chim Lo Yau ..... "	25
Walnuts, Hop Tou	14
" Green—Sang Hop Tuo	—

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk .....lb	—
Beans, (French) Macao—Oh Moon Pin Tau	10
Beans, (French), Shanghai—Sheung Hoi Pin Tau	—
Beans, Sprout—Ah Choi.....	2
Beans Long—Tau Kok	4
Beet Root—Hung Choi Tau..... each	2
Brinjals, Green—Cheng Yuen Ker	3
Brinjals, Red—Hung Ker	4
Brassica—Pak Choi.....	5
Bamboo Shoots—Chook Shun	10
Cabbage, Chinese, com.—Kai Choy.....	4
Cabbage Root—Kai Lan Tau .....each	2
Cabbage, (Shanghai)—Yeh Choi ..... "	12
Cane Shoots, bunch—Kau Shun ..... "	2
Cauliflower, Large size—Tai Yeh Choi Fa .....each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa .....each	—
Cauliflower, Small size—Sai Yeh Choi-fa	—
Carrots—Kam Shun	5
Celery, Chinese Tong Kan Choy	6
Celery, English—Yeung Kan Choi	10
Celery, White—Pak Yeung Kan Choi...	10
Chilles Dried—Con Lat Chiu	20
" Red—Hung Fa "	10
" Green—Cheng Lat Chiu ..... "	5
Curry Stuff, English—Ka Lee Choi Liu	
Cucumbers—Cheng Kwa	3
Bitter Squash—Fu Kwa	6
Garlic—Suen Tau.....	5
Ginger, young—Sun Tsz Keung	6
" old—Lo Keung	4
Horse Radish, Shanghai—Lik Kan	20
Indian Corn—Suk Mai .....piece	3
Lettuce—Yeung Sang Choi .....each	1
Water Chesnuts—Ma Tai ..... "	5
" Mandarin—Kwei Lum Ma Tai "	7
Mushrooms Fresh—Sang Cho Kho	30
Onions, Bombay—Yeung Chung Tau ...	5
" Green—Sang Chung.....	3
" Shai—Sheung Hoi Chung Tau	3
" Japan—Yat Poon " "	—
Okroes—Mo Ker	—
Parsley, English—Yeung Un Sai	1
Pindus Pea	—
Green Peas—Cheng Tau.....	—
Potatoes, Sweet—Fan Shu	4
" Shanghai—Sheung Hoi Shu Tsai	3
" Japan—Yat Poon Shu Tsai ...	—
" American—Fa Ki " " ...	—
" Foochow—Fuk Chau Shu Tsai	4
" Macao—Oh Moon " "	4
Pumpkin—Toong Kwa	2
Radish—Hung Lo Pak Tsai.....dozen	2
Rhubarb	16
Shalots—Con Chung Tau	6
Spinage (Chinese)—Paw Choi	4
Spinach—Yin Choi	5
Tomatoes—Fan Ker.....	5
Taros—Wu Tau	3
Turnips, Pun-li (Long)—Low Pak	3
" English—Yeung Low Pak..piece	2
Vegetable Marrow—Chit Kwa	8
Waters Cresses—Sai Yeung Choi.....	5
" Caltrops—Lan Kok.....lb	—
" Lily Roots—Lin Ngau ..... "	6
Yams—Tai Shu.....	4

N. A. JOHANSSEN
Acting Inspector of Markets.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS,—*Telegraph*, Hongkong.

THE leading English Newspaper in China Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community. is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week	$ 2.85
One month	7.20
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	5 per cent.
6 "	10 "
12 "	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages $1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken

PROGRAMMES

PAMPHLETS,

CARDS,

CIRCULARS

EXPRESSES

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD
1, Ice House Road,
Hongkong.

Intimations.

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN *Ice-House Road*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1898. [784

Shipping.

ARRIVALS.

Frithjof, Nor. s.s., 891, Haraldsen, 14th July,—Tamsui via Amoy and Swatow 13th July, Gen.—O. S. K.

Kensington, Br. s.s., 2,247, Dower, 14th July,—Callao via Panama and Yokohama 24th May, Gen.—Order.

Chusan, Br. s.s., 2,852, A. Thompson, 15th July,—Shanghai 12th July, Mails and Gen.—P. & O. S. N. Co.

Benarty, Br. s.s., 2,510, J. D. Sarchet, 15th July,—Foochow 13th July, Gen.—G., L. & Co.

Quang Nam, Fr. s.s., 710, V. Jean, 15th July,—Saigon 10th July, Rice and Gen.—B. & Co.

Simla, Br. s.s., 3,805, F. R. Summers, 15th July,—Bombay 29th June, and Singapore 10th July, Mails and Gen.—P. & O. S. N. Co.

Tsinan, Br. s.s., 1,460, C. Lindbergh, 15th July,—Melbourne 8th June, and Manila 12th July, Gen.—B. & S.

Kwanglee, Ch. s.s., 1,540, Lincoln, 11th July,—Canton 14th July, Gen.—C. M. S. N. Co.

Waishing, Br. s.s., 1,170, M. Courtney, 15th July,—Chinkiang 11th July, Gen.—J., M. & Co.

James Brand, Br. s.s., 1,960, Torrance, 15th July,—Swatow 14th July, Ballast.—Meyer & Co.

Clearances at the Harbour Office.

Carl Diederichsen, for Hoihow.
Chanwai, for West River.
Ohio, for Sasebo.
Wingchai, for Macao.
San Cheong, for Canton.
Pronto, for Newchwang.
Anghin, for Bangkok.
Signal, for Swatow.
Diomed, for Singapore.
Benarty, for Bangkok.
Pak Kong, for West River.
Hatloong, for Swatow.
Helene Rickmers, for Bangkok.
Zafiro, for Manila.
Tak Hing, for West River.
Kwongtung, for Canton.
Loongsang, for Manila.

Departures.

July 15.

Diomed, for Singapore.
Hailoong, for Coast Ports.
Schuylkill, for Manila.
Jupiter, for Sasebo.
Loongsang, for Manila.
Carl Diederichsen, for Hoihow.
Pronto, for Newchwang.
Signal, for Swatow.
Glenroy, for Shanghai.

Passengers arrived.

Per *Kensington*, from Japan—140 Chinese.

Per *Tsinan*, from Australian Ports—Messrs Ehurman Stephens, D. Thorp, B. Thorp, Rampsley, Charters, Gibson, Veitch, Huffin, O'Brien and servant, Edwards Greet, Mr. and Mrs. Goldstein, Miss Skinner, and 78 Chinese.

Per *Chusan*, for Hongkong from Shanghai—Mr. C. E. Anton and 1 Chinese assistant, Dr. and Mrs. F. Homer Wolven, Messrs. W. Bridie, J. W. White, A. Haupt, Hewitt's 2 servants, Mr. and Mrs. Gedge, child and nurse, Mr. Bastien and Chinese assistant. From Yokohama—Mr. and Mrs J. E. Yates and infant. For Bombay from Shanghai—1 Sanyae Supply Agent, 1 British Soldier, 2 Native Soldiers, and 32 Indians. From Yokohama—Col. Ramsden. For Marseilles from Shanghai—Messrs Mr. A. Isgarisheff, Dider, C. G. Nix and James Ginnell. From Yokohama—Messrs. F. J. Goldschmidt, R. Chat and O. Kramer. For London from Shanghai—Mr. Lenhagan. From Kobe—Mr. T. Murakami.

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Passengers to depart.

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Per *Chusan*, for Bombay from Yokohama—Col. Ramsden. From Shanghai—Supply Agent Sanyae, One British soldier, Two Native soldiers, Thirty-two Indians. From Hongkong for London—Mr. George Clarke. For Marseilles—Mrs. Dissiequilee and child. For Bombay—Messrs. R. Rahim, M. Jakaris, C. Power, and Malaroff. For Penang—Mr. and Mrs. Cheah Lean Guan, Mr. Cheah Pit Thean, and three Misses Cah Ah Yin, Cah Ah Sin and Cash Ah Soon and Mr. U. Suter. For Singapore—Messrs. Yeong Man Kwok and Yeong Man Chao.

Shipping Report.

Str. *Himera* from Manila:—Squally with rainy weather, and rough seas.

Str. *Benarly* from Foochow:—On 14th inst. at 11.40 a.m. passed white conical buoy adrift Breaker Point LH B/. true West 11 miles off.

Str. *Waishing* from Chinkiang:—Strong N'Ely winds, fine weather to Turnabout; thence to port wind backing to S W. with thick rain, and very heavy electric storm passing N.W. to SE.

Str. *Tsinan* from Australia, etc.:—Left Melbourne on 8th ult., and called at Sydney and Queensland Coast Ports and Port Darwin on her usual run, very fine weather was experienced throughout the trip until Manila was reached, when very squally weather and exceptional rain were experienced; nothing of any importance was noted during the voyage.

Vessels in Port.

STEAMERS.

Amara, Br. s.s., 1,566, C. J. Mattock, 14th July,—Saigon 10th July, Rice and Flour.—J., M. & Co.

Anghin, Ger. s.s., 1,001, J. F. Schaefer, 9th July,—Bangkok 2nd July, Rice and Wood.—B. & S.

Anhui, Br. s.s., 1,350, Frazier, 14th July,—Canton 13th July, Gen.—B. & S.

Athenian, Br. s.s., 2,440, S. Robinson, 4th July,—Vancouver, B.C. 6th June, and Shanghai 1st July, Gen.—C. P. R. Co.

Borneo, Ger. s.s., 1,168, J. Spiesen, 13th July,—Sandakan 8th July, Timber and Gen.—M. & Co.

Chowfa, Ger. s.s., 1,055, H. Albers, 9th July,—Bangkok 30th June, Rice and Wood.—B. & S.

Chukong, Br. s.s., 248, Casey, 12th July,—Manila, P.I. 7th July, Ballast.—Order.

Dagmar, Ger. s.s., 950, C. Gosewisch, 14th July,—Canton 13th July, Gen.—M. & Co.

Elisabeth Rickmers, Ger. s.s., 997, G. Gotche, 13th July,—Bangkok 7th July, Rice.—A., K. & Co.

Foyle, Br. s.s., 2,699, Page, R N.R., 13th July,—Kuchinotzu 7th July, Coal.—M. B. K.

General Alava, Am. transport, Whitton, 20th June,—Cavite 17th June.

Giang Bee, Br. s.s., 1,128, A. Dunlop, 13th July,—Samarang and Sumatra 29th June, Sugar and Cotton.—Chinese.

Haiching, Br. s.s., 1,267, A. E. Hodgins, 14th July,—Foochow 10th July, Amoy 12th, and Swatow 13th, Gen.—D., L. & Co.

Helene Rickmers, Ger. s.s., 2,255, G. Warncke, 8th July,—Moji 2nd July, Coal.—A., K. & Co.

Himera, Br. s.s., 1,224, Lockhart, 14th July,—Manila 10th July, Gen.—S., T. & Co.

Hopsang, Br. s.s., 1,359, J. M. Hay, 13th July—Sourabaya 4th July, Sugar.—J., M. & Co

Johanne, Ger. s.s., 952, Ipland, 9th July,—Saigon 4th July, Rice.—J. & Co.

Kumsang, Br. s.s., 2,077, E. J. Buller, 10th July,—Singapore 5th July, Gen.—J., M. & Co.

Macquarie, Br. s.s., 2,073, St. John George, 8th July,—Kobe v a Moji and Amoy 21st June, Gen.—G., L. & Co.

Nicomedia, Ger. s.s., 2,803, A. Wagner, 9th July,—Moji 4th July, Gen.—P. & A. S. S. Co.

Ohio, Br. s.s., Abbott, 14th July,—Cardiff 1st June, Coal.—A., K. & Co.

Onsang, Br. s.s., 1,787, J. T. Davies, 1st July,—Java 22nd June, Sugar.—J., M. & Co.

Oscar II, Nor. s.s., 2,000, R. Olsen, 14th July,—Moji 8th July, Coal.—M. B. K.

Ovid, Br. s.s., 2,686, Cubett, 13th July,—Moji 8th July, Coal.—M. B. K.

Perla, Br. s.s., 1,287, A. H. Notley, 13th July,—Saigon 9th July, Rice and Flour.—S., T. & Co.

Sarpedon, Br. s.s., 3,022, J. K. Grier, 14th July,—Singapore 8th July, Gen.—B. & S.

Sikh, Br. s.s., 3,216, James Rowley, 5th July,—New York 4th May, Gen. and Case Oil.—D. & Co., Ld.

Sishan, Br. s.s., 845, A. Jones, 12th July,—Iloilo 8th July, Sugar and Sampan Wood.—B. & Co.

Sungkiang, Br. s.s., 1,021, J. Robinson, 13th July,—Cebu 9th July, Ballast.—B. & S.

Tyr, Nor. s.s., 1,718, D. L. Danielsen, 14th July,—Canton 13th July, Coal.—S., W. & Co.

Zafiro, Br. s.s., 1,611, Rodgers, 11th July,—Manila 9th July, Gen.—S., T. & Co.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde. 10th May,—New York 10th Dec., 1903, Case Oil.—S. O. Co.

Ibadan, Br. sch., 473, W. Winch, 5th July,—Manila 24th June, Ballast.—E. A. T. Co.

Justin, Am. collier, Hughes, 5th July,—Guam 28th June, and Cavite 1st July, Coal.—Admiralty.

Kentmere, Br. bq., 2,334, Burch. 14th June,—New York 29th Jan., Kerosine.—S. O. Co.

Maria Le, Ital. bq., 1,118, D. Urso, 9th April,—Freemantle 7th Feb., Sandalwood.—Order.

Trongate, Br. bq., 949, A. Hutton, 28th May,—Fremantle 23rd May, Sandal-wood.—Gilman & Co.

Vale of Doon, Sarawak bq., 669, J Petersen, 22nd June,—Rajang, (N.W. Borneo) 6th June, Timber.—S., W. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Spezia	Singapore	B. A. L.	July 17
Siberia	Manila	P. M. Co.	July 18
Tjipanas	Moji	C. J. J. L.	July 18
Tjilatjap	Macasar	C. J. J. L.	July 18
Roon	Japan	M. & Co.	July 19
Tartar	Japan	C. P. R Co	July 19
Arratoon Apcar	Singapore	D. S. & Co	July 19
Coptic	Japan	O. & O. Co	July 20
Preussen	Singapore	M. & Co.	July 20
Empire	Thursday I	G., L. & Co	July 23
Emp. of China	Vancouver	C. P. R. Co	July 25
Arabia	Portland	P. & A. Co	Aug. 5
Korea	San F'cisco	P. M. Co.	Aug. 8

Ships Passed The Canal.

Outward—1st June—*Germanicus, Siam, Indrawadi.* 4th June—*Silvia.* 10th June—*Jumna, Nippon.* 18th June—*Surpedon, Rhein.* 22nd June—*Baralong.* 25th June—*Peleus, Java, Venus.* 28th June—*Gnerasco, Andalusia.* 2nd July—*Tourane.* 6th July—*Roehampon. Marburg, Glenesk. Merionethshire, Jesmond, Selsdon, Austria, Ratho.* 8th July—*Malacca, Macduff, Menelaus.* 12th July—*Dragoman, Prinz Heinrich.*

Homeward—1st June—*Brisgavia.* 25th June—*Ping Suey.* 2nd July—*Oldenburg Alcinous,.* 6th July—*Sachsen, Prometheus, Carl.* 8th July—*Glenturret, Australien, Strassburg.* 12th July—*Deucalion.*

Arrivals at Home—1st June—*Idomeneus.* 4th June—*Abessinia, Annam.* 7th June—*Tydeus.* 14th June—*Trieste, Glenroy, Formosa, Palawan.* 18th June—*Telemachus.* 22nd June—*Polynesien, Suevia.* 25th June—*Antenor.* 28th June—*St. Indrawadi, Bede, Saxonia.* 2nd July—*Ernest Simons.* 6th July—*Bayern, Benalder, Achilles.* 12th July—*Ariemisia, Jason, Shimosa, Manila.*

Hongkong & Whampoa Dock Returns.

U.S.S. Pathfinder	at	Kowloon	Dock.
U.S.S. General Alava	"	"	"
H.M.S. Handy	"	"	"
On Sang	"	"	"
Ibadan	"	"	"
Shanghai	"	"	"
U.S.S. Helena	"	"	"
Sikh	"	"	"
Stanley	"	"	"
Dagmar	"	"	"

Post Office.

A Mail will close for:—

Canton—Per *Powan*, 16th July, 7.30 A.M.
Manila—Per *Zafiro*, 16th July, 9 A.M.
Shanghai—Per *Simla*, 16th July, 9 A.M.
Bangkok—Per *Anghin*, 16th July, 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Chusan*, 16th July, 11 A.M.
Macao—Per *Heungshan*, 16th July, 12.15 P.M.
Keelung, Shanghai, Moji, Kobe, Yokohama and Portland, Or.—Per *Nicomedia*, 16th July, 3 P.M.
Chinkiang—Per *Anhui*, 16th July, 3 P.M.
Check Hom, Nawchao and Quang-chow-wan—Per *Cheong On*, 16th July, 3 P.M.
Samshui, Shiuhing, Takhing and Wuchow—Per *Kongnam*, 16th July, 4 P.M.
Manila—Per *Sungkiang*, 16th July, 4 P.M.
Moji—Per *Oscar II*, 16th July, 5 P.M.
Shanghai—Per *Choysang*, 16th July, 5 P.M.
Namtao—Per *Taichun*, 16th July, 5 P.M.
Sanbue—Per *Hoi Fu*, 16th July, 5 P.M.
Macao—Per *Wingchai*, 16th July, 5 P.M.
Swatow, Amoy and Tamsui—Per *Frithjof*, 16th July, 5 P.M.
Swatow and Bangkok—Per *Chowfa*, 16th July, 5 P.M.
Swatow, Amoy and Foochow—Per *Haiching*, 17th July, 9 A.M.
Kongmoon and Kumchuk—Per *Lintan*, 17th July, 9 A.M.
Namtao—Per *Taichun*, 17th July, 9 A.M.
Sanbue—Per *Hoi Fu*, 17th July, 9 A.M.
Macao—Per *Wingchai*, 17th July, 9 A.M.
Canton—Per *Honam*, 17th July, 5 P.M.
Kobe—Per *Ovid*, 18th July, 11 A.M.
Macao—Per *Heungshun*, 18th July, 12.15 P.M.
Namtao—Per *Taichun*, 18th July, 5 P.M.
Sanbue—Per *Hoi Fu*, 18th July, 5 P.M.
Macao—Per *Wingchai*, 18th July, 5 P.M.
Kongmoon, Kumchuk and Samshui—Per *Tak Hing*, 18th July, 5 P.M.
Singapore, Penang and Calcutta—Per *Kumsang*, 19th July, 11 A.M.
Macao—Per *Heungshan*, 19th July, 1.15 P.M.
Yokohama and Kobe—Per *Tsinan*, 19th July, 3 P.M.
Kongmoon and Kumchuk—Per *Lintan*, 19th July, 5 P.M.
Amoy, Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 20th July, 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Roon* 20th July, 11 A.M.
Macao—Per *Heungshun*, 20th July, 1.15 P.M.
Manila—Per *Tean*, 20th July, 4 P.M.
Kongmoon, Kumchuk and Samshui—Per *Tak Hing*, 20th July, 5 P.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Siberia*, 21st July, 11 A.M.
Macao—Per *Heungshan*, 21st July, 1.15 P.M.
Cebu and Iloilo—Per *Kaifong*, 21st July, 4 P.M.
Macao—Per *Heungshun*, 22nd July, 1.15 P.M.
Swatow, Chefoo and Tientsin—Per *Kansu*, 22nd July, 4 P.M.
Macao—Per *Heungshan*, 23rd July, 1.15 P.M.
Manila—Per *Rubi*, 23rd July, 9 A.M.
Europe, &c., India, *via* Tuticorin—Per *Tonkin*, 26th July, 11 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, and Melbourne—Per *Yawata Maru*, 29th July, 3 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan*, 30th July, 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 3rd Aug., 11 A.M.

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CHINA COAST METEOROLOGICAL REGISTER.

July 14th, 1904, a.m.

		Bar.	Th.	Hu.	Wind	W.
Vladivostock	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	30.24	—	—	0	—
Hakodate	"	29.97	—	—	SE	4 —
Tokio	"	29.91	—	—	S	2 —
Kochi	"	29.93	—	—	E	6 —
Nagasaki	"	29.95	—	—	E	3 —
Kagoshima	"	29.91	—	—	E	2 —
Oshima	"	29.84	—	—	SE	8 —
Naha	"	29.70	—	—	SE	6 —
Ishigakijima	"	29.42	—	—	SW	4 —
Taihoku	5 a.m.	29.50	—	—	SW	4 —
Taichu	"	29.51	—	—	N	2 —
Tainan	"	29.50	—	—	N	2 —
Koshun	"	29.53	—	—	NW	4 —
Pescadores	"	29.52	—	—	NE	8 —
Weihaiwei	9 a.m.	29.92	74	—	E	— 0
Gutzlaff	"	29.74	78	100	E	5 cm
Sharp Peak	"	29.55	81	91	NE	1 c
Amoy	6.30 a.	29.69	81	87	SW	1 o
Swatow	9 a.m.	—	—	—	—	— —
Canton	"	29.68	86	76	NNE	3 b
Hongkong	10 a.m.	29.63	83	79	WSW	1 c
Victoria Peak	"	—	—	—	NNW	1 —
Gap Rock	"	29.62	—	—	N	2 —
Macao	"	29.61	86	—	NNW	1 c
Haiphong	"	—	—	—	—	— —
Manila	"	—	—	—	—	— —
Bacolod	9 a.m.	—	—	—	SW	2 c
Iloilo	"	29.81	81	—	WSW	0 c
Cebu	"	29.91	87	—	S	2 c
C. St. James	10 a.m.	—	—	—	—	— —

July 15th, 1904, a.m.

Vladivostock	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	29.96	—	—	SW	3 —
Hakodate	"	30.01	—	—	—	0 —
Tokio	"	29.98	—	—	E	2 —
Kochi	"	29.95	—	—	S	0 —
Nagasaki	"	29.95	—	—	SE	4 —
Kagoshima	"	29.95	—	—	E	4 —
Oshima	"	29.88	—	—	SE	4 —
Naha	"	29.78	—	—	SE	2 —
Ishigakijima	"	29.66	—	—	S	10 —
Taihoku	5 a.m.	29.41	—	—	—	0 —
Taichu	"	29.42	—	—	S	2 —
Tainan	"	29.49	—	—	SW	4 —
Koshun	"	29.54	—	—	—	0 —
Pescadores	"	29.46	—	—	SW	6 —
Weihaiwei	9 a.m.	29.89	74	—	E	1 o
Gutzlaff	"	—	—	—	—	— —
Sharp Peak	"	29.40	80	100	NE	1 o
Amoy	6.30 a.	29.55	80	91	W	4 o
Swatow	9 a.m.	—	—	—	—	— —
Canton	"	29.61	86	76	N	3 b
Hongkong	10 a.m.	29.57	85	76	W	2 o
Victoria Peak	"	—	—	—	NW	3 —
Gap Rock	"	29.58	—	—	W	4 —
Macao	"	29.55	87	—	W	1 c
Haiphong	"	—	—	—	—	— —
Manila	"	29.80	77	29	S	0 o
Bacolod	9 a.m.	—	—	—	S	3 o
Iloilo	"	29.83	83	—	—	0 c
Cebu	"	29.86	88	—	S	1 b
C. St. James	10 a.m.	—	—	—	—	— —

	July 14 at 10 a.m.	July 14 at 4 p.m.
Barometer	29.63	29.56
Temperature	83	77
Humidity	79	86
Rainfall	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	—	3,000	Commander O. de B. Brock	Shanghai
Albion †	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremant'e	Wei-hai-wei
Algerine	sloop	1,050	6	1,400	Commander R. Nugent	Behring Sea
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Wei-hai-wei
Bramble	gunboat, 1st class	710	6	1,300	Lieut.-Commander Oscar M. Makins	Shanghai
Britomart	gunboat, 1st class	710	6	1,300	Lieut.-Commander T. D. Pratt	Wusung
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Wei-hai-wei
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Wei-hai-wei
Cherub	water tank and tug	390	—	300		Hongkong
Eclipse	cruiser, 2nd class	5,600	11	9,600	Captain Robert H. S. Stokes	Wusung
Espiègle	sloop	1,070	10	1,400	Commander Ernest Barton	Chinwantao
Fame	torpedo boat destroyer	360	6	5,700	Lieut.-Commander C. Asser	Shanghai
Fearless	cruiser, 3rd class	1,580	12	3,200	Commander E. V. Lewes, D.S.O.	Wei-hai-wei
Glory *	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Wei-hai-wei
Handy	torpedo boat destroyer	275	6	4,000		Hongkong
Hart	torpedo boat destroyer	275	6	4,000		Hongkong
Humber	storeship	1,640	—	800	Commander J. D. Daintree	Shanghai
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawckner	Shanghai
Janus	torpedo boat destroyer	280	6	5,900	Lieut.-Commander J. A. Gregory	Shanghai
Kinsha	river gunboat	—	4	—	Lieut.-Commander G. B. Powell	Chungking
Leviathan	cruiser, 1st class	14,100	18	31,592	Captain F. G. Kirby	Wei-hai-wei
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G Greet, R.N.	Hongkong
Otter	torpedo boat destroyer	350	6	6,300		Hongkong
Phœnix	sloop	1,015	6	1,400	Commander W. H. Nicholson	Yangtsze
Rambler	surveying-vessel	835	6	650	Captain Morris H. Smyth	Amoy
Rinaldo	sloop	980	10	1,400	Commander D. St. A. Wake	Singapore
Robin	river gunboat	85	2	240	Lieut.-Commander John P. Irven	West River
Rosario	sloop	980	6	1,400	Commander T. Jackson	Shanghai
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	Hongkong
Sirius	cruiser, 2nd class	3,600	8	9,000	Captain C. H. Moore	Potswittenham
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Wuhu
Taku	torpedo boat destroyer	250	6	6,500	Fleet Reserve	Wusung
Tamar	receiving ship

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain W. B. Palmer, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 16th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Persia* due in London on the 29th August.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th July, 1904. [4

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
*Hyades**.....	3,753	Geo. Wright...	Ab. July 30
Shawmut ...	9,600	W. M. Smith...	Sept. 1
Tremont.....	9,606	T. W. Garlick..	Oct. 1
Shawmut.....	9,606	W. M. Smith...	...
Tremont.....	9,606	T. W. Garlick..	...
Lyra‡.....	4,417	G. V. Williams	...

‡ Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut ...	9,606	W. M. Smith...	Ab. Aug. 12
Tremont.....	9,606	T. W. Garlick..	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL, & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 13th July, 1904. [12

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BORNEO,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Mongolia* and *Egypt*.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 16th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival, here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 9th July, 1904. [4

Consignees.

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship

"HIMERA,"

Captain L. H. Lockhart, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Storing Co., at Wanchai, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 20th instant at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 14th July, 1904. [837

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP AND LONDON.

THE Steamship

"RADNORSHIRE,"

Captain C. H. Burch, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 11th July, 1904. [821

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP, LONDON, AND STRAITS.

THE Steamship

"GLENROY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 12th July, 1904. [826

S.S. "OCEANIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Medoc*, and from Bordeaux ex s.s. *Ville de Lorient*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 19th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th July, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 19th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 12th July, 1904. [9

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA,"

FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 11th July, 1904. [15

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	$10,000,000 $600,000 $250,000	$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8⅞=$22.994 for half-year ending 31.12.1903	6½ %	$660 London £67½
National Bank of China, Limited	4,453	£10	£8	$175,533	$21,668	$2 (London 3/6) for 1903	5½ %	$38 buyers
Do. (Founders')	750	£1	£1	$191,973		None	...	$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	$250	$100	$1,750,000 $569,143 $784,445 $906,872	$1,959,926	$32 for 1902	5½ %	$545 sellers
China Traders' Insurance Company, Limited	24,000	$83.33	$25	$900,000 $151,992 $331,342 $322,138	Nil.	$4 for year ended 30.4.1903	6½ %	$65
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902	...	Tls. 65
Yangtsze Insurance Association, Limited	8,000	$100	$60	$700,000 $37,794	$486,284	$12 for 1902	9½ %	$130
Canton Insurance Office, Limited	10,000	$250	$50	$1,300,000 50,000	$110,551	$15 for 1902	7 %	$212 sellers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,170,288	$371,110	$22½ for 1902	7½ %	$310 buyers
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $125,675 $2,561	$329,047	$6 dividend & $1 bonus for 1902	8 %	$88 sales
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 $633,000 $149,409	$41,538	$1½ for second half-year 1903	10½ %	$29½
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	$108 ex div.
China and Manila Steamship Company, Limited	30,000	$50	$50	none	Dr. $63,123	$5 for 1900	...	$26
Douglas Steamship Company, Limited	20,000	$50	$50	$185,000 $80,935	Nil.	$3 for year ended 30.6.1903	8½ %	$36
"Star" Ferry Company, Limited	10,000 10,000	$10 $10	$10 $5	$60,000 $15,093	$1,287	$1.80 & b. 40 cts $0.90 & b. 20 cts. for year ending 30.4.04	6½ % 4½ %	$34 buyers $25 buyers
Straits Steamship Company, Limited	5,000	$100	$100	$400,000 $ 21,375 $ 18,000 $130,153	$33,648	$5 for 2nd ½-year making $13 for 1903	8½ %	$155 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 %	26/- sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Final of Tl. 1 making Tls. 2 for 1903	6½ %	Tls. 30 sellers
Shanghai Tug and Lighter Company, Limited Do. (Preference)	200,000 100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 2½ making Tls. 4½ Tls. 1½ making Tls. 3½	9½ % 7½ %	Tls. 47 buyers Tls. 46 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	none	Dr. $147,717	Final of $7 making $12 for 1901	...	$185 sales
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $73,905	$3 for 1897	...	$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2½ for year ending 30.9.03	4½ %	Tls. 60 sales
MINING.								
Société Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	$490 sales
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4.873	Dr. £7,236	No. 12 of 1/-	...	$7½ sales
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 7½
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$17,500	$425,340	$6 dividend and $1 bonus for second half year 1903	6½ %	$217½ sellers
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half-year ending 31.10.03	7½ %	Tls. 152 sellers
Tanjong Pagar Dock Company, Limited	37,000	$100	$100	$1,150,000	$43,732	$6 for 2nd half year 1903	4½ %	$255
Riley Hargreaves & Co., Limited Do. (Preference)	6,000 2,750	$100	$100	$150,000	$40,936	$10 div. and $2½ bonus $7 dividend for 1903	12½ % 6½ %	$200 buyers $110
Howarth Erskine, Limited	12,000	$100	$100	$14,000	$29,926	$10 div. & $2½ bonus for 1902/3	6 %	$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ld.	30,000	$50	$50	$50,089 $250,000	$28,015	Final of $2½ making $5 for 1903	4½ %	$113 sales
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,710 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7½ %	Tls. 150 buyers
Yangtsze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,700	Tls. 1,760	Tls. 18 for 1903	6½ %	Tls. 187½ sales
New Amoy Dock Company, Limited	6,000	$62½	$62½	$55,500	$489	$1½ for 1903	4½ %	$30 sellers
LANDS, HOTELS &. BUILDING.								
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$500,000	$51,966	Final of $6 making $12 for 1903	7½ %	$158 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	6½ %	Tls. 115 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7½ %	Tls. 125
China Land and Finance Company, Limited	6,000	Tls. 50	Tls 50	.....	.....	Interim of Tls. 2	...	Tls. 58
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$636	$2.60 for 1903	7½ %	$37 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 10
West Point Building Company, Limited	12,500	$50	$50	none	$1,362	Final of 1.70 making $3.10 for 1903	5½ %	$60
Hongkong Hotel Company, Limited	12,000	$50	$50	$100,000 $10,771 $20,000	$3,161	$5 for second half-year 1903	7½ %	$135 sellers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$22,500	$16,301	$2½ for year ended 30.6.30	7½ %	$34 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87½ for the year ending 31.3.1904	7½ %	Tls. 13 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	.....	.....	First year	...	Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	$20	$20	none	$4,989	$5 for the year ending 23.2.1903	12½ %	$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3½	...	Tls. 45 sellers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$200,607 $50,000	$99,177	90 cents for 1903	7½ %	$12½
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 30.9.1903	12½ %	Tls. 30
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 30,498	Tls. 88,084	Interim of 3 % a/c 1898	...	Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 32½ sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	...	Tls. 160
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	none	$11,121	Final of 60 cents making $1 for the year ending 31.7.03	14 %	$14½ sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	9½ %	Tls. 63½ sales
Alhambra, Limited	300	$200	$200	$43,990	$57	$125 for year ending 30.6.1900	...	$200
Philippine Company, Limited	67,500	$10	$10	.....	.....	First year	...	$9½
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	$10	$10	$350,000	$32,115	$1.50 for 1903	5½ %	$29½ buyers
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	60 cents for 1903	6 %	$10½ buyers
A. S. Watson & Co., Limited	60,000	$10	$10	$250,000 $25,000	$2,883	Final of 50 cents making $1 for 1903	7½ %	$13½ buyers
Watkins, Limited	10,000	$10	$10	$4,802	$1,042	$1 for 1903	13½ %	$7½ buyers
Singapore Dispensary, Limited	600	$50	$50	$6,000	$800	$5 for year ended 31.7.1903	7 %	$70
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$55,000	$1,171	80 cents for 1903	8½ %	$9½
Hongkong Electric Company, Limited	30,000 30,000	$10 $10	$10 $5	none	$3,453	90 cents 45 cents for year ending 30.4.1903	6½ % 5 %	$14½ buyers $8½ buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21 8:5	£7,387	£1 div. and 2/- bonus for 1902	...	$160 buyers
Shanghai Gas Company, Limited	10,676	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Final of Tls. 3½ and bonus of Tls. 1½ making Tls. 8½ for 1903	7½ %	Tls. 112½ buyers
Shanghai Waterworks Company, Limited	17,100	£20	£20	Tls. 140,000	Tls. 7,369	Final of 37/6 making 52/6 for 1903	8 %	Tls. 395 sales.
Tientsin Waterworks Company, Limited	2,000	T.Tls. 10	T.Tls. 100	Tls 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	T. Tls. 135
Tientsin Native City Waterworks Company, Ld.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	T.Tls. 130 sellers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$13,104	Final of $1½ making $3 for 1903	12 %	$29½ sales.
Lane, Crawford & Co., Limited (Shanghai)	2,500	$100	$100	none	$21,682	Final of $7 making $12 for year end. 29.2.04	9½ %	$125 buyers
Hongkong Rope Manufacturing Company, Ld.	10,000	$50	$50	$50,000	$8,395	$10 for 1903	7½ %	$140
Geo. Fenwick & Co., Limited	6,000	$25	$25	$70,000	$10,317	$3.75 for 1903	7½ %	$48 sellers
Hongkong Ice Company, Limited	5,000	$25	$25	$35,000	$5,844	Final of $12 making $16 for 1903	7½ %	$225
Straits Ice Company, Limited	3,000	$100	$100	$45,000	.....	$7½ for second half year 1903	9½ %	$160
Hongkong High-Level Tramways Company, Ld.	1,250	$100	$100	$30,000	$4,283	$20 for year ending 30.6.1903	7½ %	$280 buyers
Dairy Farm Company, Limited	10,000	$7½	$6	$20,000	$3,029	$1½ for year ending 31.7.1903	6½ %	$19 buyers
Campbell, Moore & Co., Limited	1,200	$10	$10	$5,500	$596	$3 for 1903	8½ %	$37
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	4 % for 1903	...	$5
United Asbestos Oriental Agency, Limited Do. (Founders')	9,900 100	$10 $10	$4 $10	$14,000	$119	90 cents for year ended 31.5.1903 $29.70	8½ % 148 %	$10½ buyers $210 buyers
Tebrau Planting Company, Limited	20,000	$ 5	$ 5	none	Dr. $42,551	None	...	$1 buyers
Hongkong Steam Waterboat Company, Limited	7,500	$10	$10	none	$1,548	Interim of 70 cents	8 %	$18½ buyers
China Light and Power Company, Limited	30,000	$10	$10	none	$3,739	None	...	$9½ buyers
William Powell, Limited	12,000	$10	$10	none	$4,757	Interim of 50 cents for 1903/4	9½ %	$10½ buyers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,143	Tls. 27,187	First quarterly of Tls. 10, paid 15.3.04 Second do. Tls. 10, " 15.6.04	13½ %	Tls. 397½ buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 71½ buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Final of Tls. 5 making Tls. 10 for 1903	9 %	Tls. 125 sales.
Central Stores, Limited	6,000	$15	$12	$20,000	$1,253	Final of $1.20 making $2.70 for 1903	12 %	$23
Do. (Founders')	123					None	...	$100
Do. (New Issue)	24,000	$15	$7½	.....	.....	First year	...	$7½
L. L. Mendon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,505	Tls. 5 for 1902	12½ %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9½ %	Tls. 63 buyers
Katz Brothers, Limited	10,000	$100	$100	$375,000	.....	$13 for 1903	9½ %	$135 buyers
Straits Trading Company, Limited	250,000	$10	$10	$650,000	$83,403	$1 div. and 25 cents bonus for half year ended 30.9.1903	8 %	$32½ sellers
Fraser and Neave, Limited	4,500	$50	$50	$112,500	$2,706	$5 div. and $2½ bonus for 1903	8 %	$95 sellers
Maynard and Company, Limited	3,400	$10	$10	none	$803	$2 for year ended 31.10.1903	8 %	$26 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	.....	.....	First year	...	$50
South China Morning Post, Limited	6,000	$25	$25	.....	.....	First year	...	$25

Printed and Published by JOSE PEDRO BRAGA, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, Ice House Road, in the City of Victoria, Hongkong.